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HISTORY
OF THE
GLOUCESTER FIRE DEPARTMENT

1793-1893

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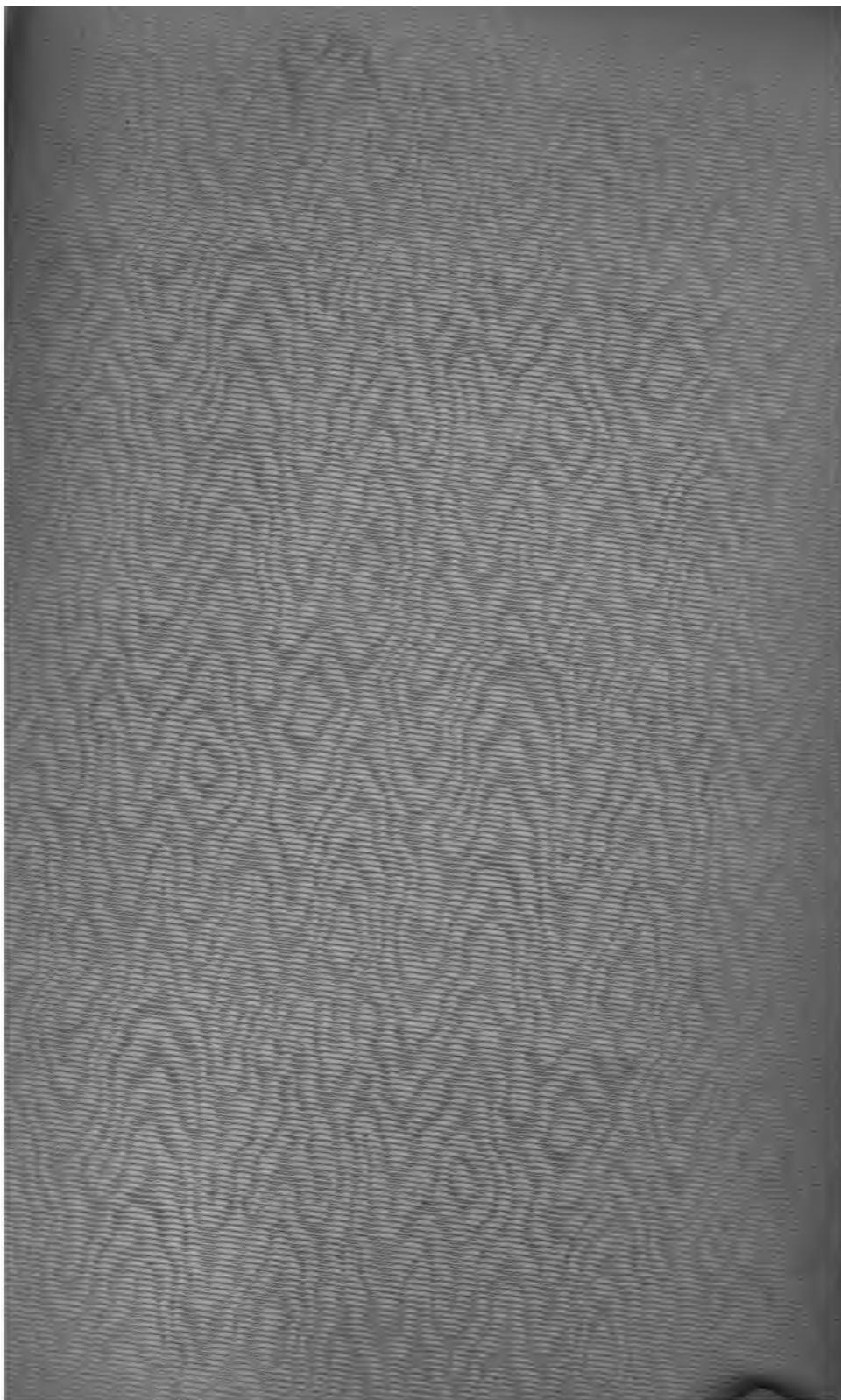
FROM THE

BRIGHT LEGACY

One half the income from this Legacy, which was received in 1880 under the will of

JONATHAN BROWN BRIGHT of Waltham, Massachusetts, is to be expended for books for the College Library. The other half of the income is devoted to scholarships in Harvard University for the benefit of descendants of

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CHIEF ENGINEER (1892) CHARLES S. MARCHANT.

THE

Water Fire Insurance.

AND THE

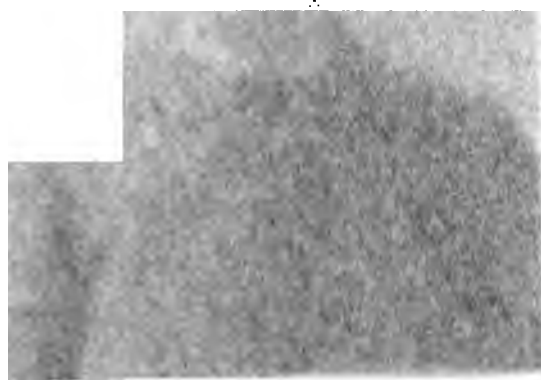
Water Fire Insurance

AND THE

Water Fire Association, Gloucester &c.

PRINTED BY PROCTER BROTHERS.

1892.



THE
Gloucester Fire Department.

ITS HISTORY AND WORK FROM 1793 TO 1893.

The Old Machines, Fire Clubs, Hand Engines,
Steamers, etc., etc.,

AND THE PART EACH PERFORMED IN FIGHTING FIRES, WITH A
RECORD OF FIRES FROM 1656 TO 1893.

Published by the Steam Fire Association, Gloucester, Mass.

PRINTED BY PROCTER BROTHERS.

1892.

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Bright fund



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BY GLOUCESTER STEAM FIRE ASSOCIATION,

1892.



....Dedication....

RESPECTFULLY DEDICATED TO THE PLUCKY FIREMEN
OF CAPE ANN.

The fire brigade is our just pride,
They guard the safety of the town;
Thro' storm and tempest wild they ride
To beat the flaming demon down.

Tho' every step be hid in smoke,
No fear of death ere holds them back;
They laugh at danger as a joke
And dance on timbers as they crack.

So here's a hand to every lad
Who does his duty with a will,
A hero's heart shall make him glad,
The people's voice shall praise him still.

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...Origin...

As an attraction at the Fair of the Gloucester Firemen's Relief Association, held in the City Hall in October, 1890, the City Clerk presented the Association an artistic pen picture executed by Mr. Charles A. Burdett of Burdett's Commercial College, containing a list of fires in Gloucester for a period of three score years.¹

The committee having decided to offer the picture for competition, to become the property of the fire organization receiving the largest number of ballots, as an additional incentive to bring out a heavy vote, the donor offered to prepare for the use of the company which should secure the picture a brief manuscript history of the fire department of the city.

The Steam Fire Association having won the picture, the work of preparing the necessary memoranda for a historical sketch was at once entered upon, simply with a view of furnishing the Association with a compilation of interesting facts and incidents relating to the department not otherwise accessible in so compact a form.

The Association having determined that the permanent preservation of such facts and incidents, by publication, would be an interesting incident of our "Anniversary Year," the scope of the work has been considerably enlarged, with the hope of presenting a volume which shall be of interest not only to the firemen but to the community at large, and of value for future reference.

¹The picture was enclosed in a handsome frame, presented by Mr. Charles D. Brown, the stationer.

...Introduction...

IN presenting to the Gloucester Relief Association, and through them to the Steam Fire Association, the pen picture executed by Mr. Burdett, with the promise to add in manuscript some facts and incidents of interest to the Fire Department deemed worthy of preservation, the writer had no thought that such contribution would appear in print, his intention being merely to compile a record for the use of the company, and such firemen as might be particularly interested in such chronicles. At the expressed desire of the Association, however, for a somewhat fuller record, to appear in book form, he has added to the material previously gathered many matters properly coming within the province of a Firemen's Record, while reluctantly obliged to omit much more that might rightfully find a place therein. The work has been prepared amid a pressure of other duties, which could not be neglected, and the indulgent criticism of the reader is craved for any omissions or inaccuracies which may be discovered in its pages.

The design of the chapters which follow is to give some idea of ancient and modern methods in dealing with fires, with a history of the Gloucester Fire Department from its earliest days, the rules and regulations governing it, and a list of all the fires with which it has been called upon to cope, together with a record of such events and incidents connected with the service as may be of the greatest interest.

While not claiming the absolute correctness of everything found within its pages, it is believed to be as free from errors as the cir-

cumstances under which it was prepared would allow, and, it is hoped, a volume which will prove of interest and use to the firemen of Cape Ann.

Through the courtesy of the several engine companies their private records were placed at the service of the writer, and many items of interest to the whole department have been gleaned from their pages, due care being taken to avoid the publication of anything which might reveal the proper privacies of the engine-house. The companies are to be congratulated on the possession of records of so much interest and value, containing information which cannot be elsewhere obtained, and immediate steps should be taken for their preservation by depositing them in fire-proof safes, or the commodious fire-proof vault in the City Clerk's office in the City Hall, since if once lost they could not be replaced.

To all who have in any manner assisted in the preparation of this volume the writer returns his sincere thanks.



I.

ANCIENT AND MODERN FIRE LAWS AND REGULATIONS—LAW ORGANIZING THE GLOUCESTER FIRE DEPARTMENT.

IN order that all who consult these pages may have the opportunity to compare ancient methods with those of modern times, the author has thought best to make some mention of a few of the Colonial Laws and Rules relating to fires, and the government of the department.

The Ancient Charters, Plymouth Colony Laws, Records of the Colony of the Mass. in New England, the Old Colonial Laws, Province Laws and Massachusetts Laws have been examined and the following brief extracts of most importance are here given :

In 1638 the Plymouth Colony Laws prohibited the taking of tobacco into fields, etc.

From the Records of the Colony of the Mass. in New England in 1646 this item is taken, viz. :

“Forasmuch as great harm hath been done by fires which have been kindled in the fields abroad at unseasonable times which fires have been often occasioned by taking tobacco and much time thereby unprofitably expended,

“It is therefore *Ordered*, that no person after the end of the fourth month next, shall take any tobacco in any common ground, or field inclosed, or yards, or other place out of doors, upon pain of two shillings for every such offence, besides recompense of all damages according to a form order: *provided, nevertheless*, it shall be lawful for any man that is on his journey (remote from any

house five miles) to take tobacco, so that thereby he sets not the woods on fire to the damage of any man.”¹

In Old Colonial Laws, Ancient Charters, 1652, Chapter XLV. relates to kindling fires in the woods, or grounds lying in common, so that the same shall run into common grounds or inclosures, before the twelfth day of the first month, or after the last day of the second month, or on the last day of the week, or on the Lord’s day, under penalty of paying all damages, and half so much for a fine, and if not able to pay, then to be corporally punished, as the offence shall deserve, not exceeding twenty stripes.

Relative to dwelling houses being set on fire and the means and occasion not being discovered, “*Ordered*, that upon conviction of any person or persons of the age of sixteen years and upwards setting fire to any barn, stable, mill, outhouse, stack of wood, corn or hay, the person shall be severely whipt and pay double damages. And if convicted of setting fire any meeting house, dwelling house, store house, shall be committed to prison, there to remain without bail till the next court of Assistants, and upon conviction shall adjudge such person or persons to be put to death, and to forfeit so much of his lands, goods or chattels, as shall make full satisfaction to party or parties damnified.”

1692-3. Chap. 13, “An Act for building with stone or brick in the Town of Boston and Preventing Fire,” referred to buildings in Boston, Mass.

1711. Chapter CIV., Province Laws, “An Act providing in case of fire for the more speedy extinguishment thereof, and for the preserving of goods endangered thereby,” namely:

“Whereas, evil-minded and wicked persons on pretence of charitably offering their help to persons whose houses may be on fire, taking advantage of the confusion incident to fire, to rob, plunder, embezzle, convey away and conceal the goods and effects of their distressed neighbors,” “for preventing whereof” Section 1

¹This order of the Court was renewed from time to time and enlarged upon, providing severe penalties for a disobedience of the above order.

provides for the appointing of firewards not exceeding ten in the several parts (of Boston), to have a proper badge assigned to distinguish them in their office, viz.: a staff five feet long, colored red, and headed with a bright brass spire six inches long; also providing penalties for disobeying the orders of the firewards, stealing, etc., etc.

1744. Chapter CCXXIV. under George the Second, is an amended Act of Chapter CIV. 1711, and is virtually the same, except that it is made to apply to all towns.

1748. Chapter 14, An Act to prevent damage by fire in the towns of Boston and Charlestown, making it unlawful "for any person to occupy or improve any tenement or building whatsoever in any part of the town of Boston or Charlestown, for the business or employment of a sailmaker or rigger," only in such parts of the town as the Selectmen shall determine convenient, and affixing penalties for violation of its provisions. 1761-2, made to apply to Salem and Marblehead.

1752-53. Chap. 18, Province Laws, bonfires in streets or lanes forbidden.

1759. Chap. 30, An Act for the prevention of danger and inconvenience in rebuilding that part of the town of Boston that was lately consumed by fire, being the great fire in Boston in His Majesty's reign, a great number of buildings demolished and a large tract laid waste. Practically, the first fire limits established.

1786. Massachusetts Laws, "An Act authorizing the towns of Boston and Charlestown to increase the number of engine-men, and excusing them from serving as jurors," was passed.

1786. Feb. 7, "An Act to render use of engines beneficial," and repealing the laws previously made.

This Act provided for the appointment by the Selectmen of (not exceeding) fifteen men to one engine, who were authorized and empowered to meet together some time in the month of May annually, to choose officers, etc., etc.

Sect. 2 of said Act provided that the respective companies of

engine-men, who may be nominated and appointed in pursuance of this act, shall be held and obliged to meet together once a month, and oftener if necessary, for the purpose of examining the state of the engine to which they belong, and the appendages belonging to the same, and seeing that said engine is in good repair, and ready to proceed on any emergency to the relief of any part of the community that may be invaded by the calamity of fire; and the said engine-men appointed as aforesaid, shall be held and obliged to go forward, either by night or by day, under the direction of the firewards in the same town, and to use their best endeavors to extinguish any fire that may happen in the same town, or the vicinity thereof, and shall come to their knowledge, without delay.

In some towns, engines were the property of individuals, and under this Act, said engines could be employed for the benefit of the town, upon application to the Selectmen of any town, subject to the same rules, privileges, regulations, etc., as though said engines were the property of the town.

1795. An Act empowering Selectmen of towns to nominate and appoint engine-men, and excusing them from military duty, was passed. This Act amended the laws of 1785 and 1793.

1797. An Act for the extinguishment of fire (being additional to the Act of 1795) was passed. It provided for the appointment of firewards if deemed expedient; that when a fire broke out they were to attend and carry a suitable staff or badge of their office. In their absence a major part of the Selectmen were to attend; or in their absence two or three of the civil officers present; or in their absence two or three of the chief military officers. They were given power to pull down or demolish any such house or building as they should judge necessary to pull down or demolish to prevent the fire spreading; they could also require assistance to remove furniture, goods, etc.; could suppress all tumults and disorders; station the engines and have authority to direct the operations of engine-men. If any person neglected to obey any order given, the person so offending should pay for each offence ten dollars. It was further

provided that the town should pay for the building pulled down (other than the one where the fire originated) if it was the means of stopping the fire; and penalties were provided for stealing or conveying away any furniture, etc.; two-thirds of the fines were to go to the use of the poor, the other one-third to the informant.

1802. An Act more effectually to secure fire engines from being injured was passed, providing a penalty not exceeding five hundred dollars, or by imprisonment not exceeding two years, if any person should wantonly, and maliciously spoil, break, injure, damage, or render useless, any engine, or any apparatus thereto belonging, prepared by any town, society, person or persons.

1806. An Act was passed to provide twenty-one men for each engine; that the companies were to meet and choose a master or director and clerk, establish rules and regulations, and once in each month to examine the engine.

1808. An Act was passed excusing all persons legally attached to any engine from serving as jurors.

Coming down to the present time, Chapter thirty-five of the Public Statutes relates to the "Extinguishment of Fires," "Returns and Statistics," "Engine-men and Hosemen," "Fire Departments," "Fire Districts," "Special Provisions."

Certain sections are substantially the same as those in force in the last century, with additions, modifications and improvements.

Section 62 provides: No association, society, or club, organized as firemen, shall be allowed in any city or town, except by the written permission of the Mayor and Aldermen or Selectmen.

Section 63 provides penalties by fine of not less than five nor more than one hundred dollars, or by imprisonment not exceeding three months, to whoever joins, belongs to, or assembles with, such association, society, or club, existing, without permission.

The great fire of 1830 demonstrated the necessity of a more efficient means of meeting such an emergency, and in 1831 a special Act was passed by the General Court "to establish a Fire Department in the First or Harbour Parish in the Town of Gloucester."

This Act did not include West Gloucester, Annisquam, Lanesville or Sandy Bay, its full text being as follows :

Commonwealth of Massachusetts.

In the year of our Lord one thousand eight hundred and thirty-one.

AN ACT

To establish a Fire Department in the First or Harbour Parish in the Town of Gloucester.

SECTION 1. Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, That the Fire Department of the First or Harbour Parish of the Town of Gloucester shall hereafter consist of a Chief Engineer, and as many assistant Engineers not exceeding twelve as the Selectmen of the town shall annually on the first Wednesday of April appoint, who shall hold their office for one year from the first day of May next succeeding, also as many Enginemen, Hosemen, Hook and Laddermen as the said Engineers shall annually on the first Wednesday of April or as soon thereafter as may be appoint. Provided the number of Engine-men shall not exceed Fifty for every Hydraulion or Suction Engine, Thirty for every common Engine, Five for every Hose carriage and Twenty-five Hook and Laddermen.

SECT. 2. Be it further enacted, That the Engineers so appointed be, and they are hereby authorized and required to exercise all the power and to perform all the duties in relation to the nomination and appointment of Enginemen, which the Selectmen of said Town have been heretofore authorized and required to exercise and perform ; and Enginemen appointed by said Engineers shall be subject to the same duties and entitled the same privileges and exemptions as Enginemen are by Law entitled to when appointed by the Selectmen.

SECT. 3. Be it further enacted that the Chief Engineer and Engineers so appointed, shall have the same powers and authority, relative to pulling down, or demolishing any house or other building to prevent the spreading of Fires, and relative to all other matters and things affecting the extinguishment or prevention of Fires or the commanding assistance at them as Firewards now by Law have ; and the said Town of Gloucester shall be liable to pay all such reasonable compensation or damage done by or consequent upon the acts or directions of said Chief Engineer or Engineers, as

other Towns in this Commonwealth are liable to pay in like cases for like acts, and directions done or given by their Firewards; and all fines and forfeitures arising within the said First or Harbour Parish of Gloucester under the laws of this Commonwealth, relative to the extinction or prevention of, or proceedings at Fires, shall be distributed in such manner, and applied to such uses as the said Town of Gloucester shall ordain and direct.

SECT. 4. Be it further enacted, that the members of said Fire Department shall be exempted from all Military duty and service in the Militia so long as they shall continue members thereof, and it shall be the duty of every person so exempted to produce to the commanding Officer of the Company, within whose bounds he resides, a certificate of his appointment within twenty days, from and after his appointment, and annually thereafter in the month of April.

SECT. 5. Be it further enacted, That if any Person shall within the aforesaid First or Harbour Parish of Gloucester wantonly and maliciously spoil, break, injure, damage or render useless any public Pump or Cistern, or Engine hose or sail carriage, or any fixture or appendage thereunto belonging and shall be convicted thereof before the Supreme Judicial Court, he shall be punished by a fine not exceeding Five Hundred Dollars, or by imprisonment not exceeding two years, at the discretion of the Court, and be further ordered to recognize with sufficient surety or sureties for his good behavior for such term as the Court shall order.

SECT. 6. Be it further enacted that from and after the organization of a Fire Department under this Act and notice thereof being given in the Gloucester Telegraph published in the said Town of Gloucester, all Laws of this Commonwealth relating to the election and appointment of Firewards so far as they affect the election and appointment of Firewards in the said First or Harbour Parish of Gloucester be, and the same are hereby repealed.

SECT. 7. Be it further enacted that the provisions of this Act shall take effect and be in force as soon as the same shall be accepted by the Citizens of said Town qualified to vote in Town affairs, at a legal meeting held for that purpose, and shall be in force until altered, amended or repealed by the Legislature.

In the House of Representatives, Feb'y 5, 1831.

Passed to be enacted.

(Signed), WM. B. CALHOUN, Speaker.

In Senate, Feb'y 7, 1831. Passed to be enacted.

(Signed) SAMUEL LATHROP, Presid't.

February 7, 1831, Approved.

(Signed) LEVI LINCOLN, Govr.

The foregoing is a true copy.

(Signed) Attest, EDWARD D. BANG,

Secretary of the Commonwealth.

The foregoing Act was accepted at a Town meeting held March 8, 1831, by a yea and nay vote; 95 yeas and 64 nays.

1840. When the town of Rockport was set off from Gloucester, it took with it, in the settlement between the two towns, one engine.¹

1872. The town voted to petition the General Court for an amendment of the "Act to establish a Fire Department in the First or Harbor Parish in the town of Gloucester," passed February 7, 1831, so as to include the whole of the town in said Fire Department, and otherwise to amend said Act.

1873. The town voted unanimously to adopt the following Preamble and Resolution, namely:

Whereas, the town has voted to petition the Legislature to amend the Act authorizing the Fire Department of the Harbor Parish of the Town of Gloucester, and

Whereas, on that petition the town has had leave to withdraw as a general law covers the subject,

Resolved, that hereafter the Fire Department of the Town of Gloucester include within its limits all parts of the town subject to the laws made and provided.

Thus in 1873 the Fire Department of Gloucester was consolidated under one head.

1874. Gloucester became a City, and under Section 30 of the Charter of said city, "all power and authority now vested in the Selectmen of said town in relation to the fire department in said town," was transferred to and vested in the Mayor and Aldermen.

¹Probably the "Enterprise," No. 6.

II.

ANCIENT AND MODERN FIRE APPARATUS AND METHODS.



HAVING thus made mention of the laws in force, ancient and modern, let us now briefly turn our attention to the various methods adopted by the Ancients for the extinguishment of fires, as well as those in use at the present time, showing the wonderful improvements made during the present century in the fighting of fire.

I am indebted largely for the information which follows, to a book entitled, "A Book of the Great Inventions," from which I have culled such items as will go to show the kind of engines in use some two hundred years before Christ, down to the most modern engines with which our department is to-day fully equipped.

Authorities differ in many respects, concerning the introduction of engines and hose, regarding the time when the same first came in use.

If there be anything which the ancients claim as their exclusive invention it is the fire engine. John Beckman, a German author, says that the fountain or *Siphon*, was a machine for forcing water on a burning building, and it was in use two hundred years before Christ. He cites Pliny as having alluded to a fire engine. It may be interesting to add at this point some recommendations made by Appollodorous, an Athenian painter, "how assistance may be given when the upper part of a building is on fire and the machine *Siphon* is not to be reached."

In this case, leathern bags filled with water were to be fastened to long pipes in such manner that by pressing the bags the water

would be forced through the pipes to the place which was in flames. The first fire engine used by the moderns was a Syringe, which was introduced into London the latter part of the sixteenth century. Hooks, ladders, buckets and bags were the only things in existence before the Syringe came upon the stage. This engine had one advantage over the modern appliances (it had no other), it did not have to have a pair of horses hitched to it; when there was an alarm, a fireman took the machine under his arm; another man caught up the cistern; there was no time lost in making connections with the hydrant; and there was a stream on the blaze in an incredibly short time. It is not probable that a fire was ever extinguished unless no larger than that of a match; but the house and its contents were not ruined by an inundation of water; and in this respect the ancient Syringe had its advantages over the fire engine of to-day.

The next improvement of the Syringe was to mount it on a pair of wheels and to increase its size. In this improved shape it had the appearance of a huge sausage-stuffer. The piston was a screw which fitted threads cut on the inner side of the cylinder; and there was a crank at the end of the screw which was turned, and the screw was forced in, driving the water before it, and out through the nozzle in quite a formidable stream. When the water was all driven out, the piston was screwed back, a stop-cock near the nozzle was opened, a funnel was inserted, and another fireman filled the Syringe with a bucket, on a stick, taking water from a tub at his side which was kept filled by the bystanders. When it was necessary to change the direction of the stream, the entire machine had to be shifted to meet the requirements. This machine came into use about 1568, and was known as the Syringe Engine, and was a vast improvement on the original syringe.

In 1615 pumping fire engines were in use in Germany. They were very rude and primitive, being a wooden tub with a cylinder, and a single piston, which was operated with a long lever which men lifted up, and bore down, admitting the water into the cylin-

der, and then forcing it out through a short bit of hose and a pipe. It was placed on a sled, and was dragged to the fire by means of ropes.

This machine did not supplant the squirt in England till some twenty years later. The great fire in London occurred in 1666; and at that time the "engine" and the hand-squirts were still in use. Maitland, a Scotch author, mentions some Ordinances in which certain householders were ordered to provide themselves with implements to be used in case of fire, and in which hand-squirts are particularly mentioned as a part of the outfit.

In 1739 Strasbourg had a fire engine with two pumps, which was a rude imitation of the modern brake machine, with the difference that, in place of the brakes, there were two levers which operated like the handles of a pump. This was in the first half of the last century, and at this time hose came into use, and not very long after the value of the air-chamber was discovered; but it was not till the early part of the present century that the hand machine was introduced, and which continued with very little alteration until replaced by the "Steamer." It may be added that the "hand machine," or the one which is operated by brakes, is still in use in many places too small to own a steam fire engine; and even in the great city of London, small hand engines are still kept, and are started to a fire on its first being signalled. At the present time in our own city there are three hand tubs, namely:

The Bunker Hill, located in Bay View; Lanesville, located in Lanesville; Deluge, located in Annisquam; each operated by thirty call men.

Fire Engines were first introduced in this country in 1730, being of the pattern known as the Newsham machine, an English invention. They arrived in New York in December, 1731, and the first company was legally organized in 1738.

In 1840 the first steam fire engine was manufactured in this country, being designed by Mr. Hodges, according to some authorities, and according to others, by a European engineer named

Ericsson; but in any case, although about the last of the great nations to use steam as an agent for the extinguishment of fires, this country is now incomparably superior to all others in its "Steamers" and the personnel of its organization.

It would be useless to discuss the superiority of the Steam Fire Engine over the more antique "Sipho," "Syringe," "Pumping Engine" and "Hand Tubs," as the firemen of Gloucester know all about them, and more than can be told in this volume.

The rapid strides that have been made in the last two hundred years in the extinguishment of fires, show the grand results of civilization. In place of the squirt-bob, we have the steam fire engine; in place of the "clumsy jumpers" we have the hose-wagon; in place of the reservoir, we have the hydrant and water in abundance; in place of men and ropes to drag the engine to a fire, we have horses so trained that when an alarm comes in over the wires they immediately take their places upon the pole of the engine, the swinging harnesses are quickly in position, the driver upon his seat, and in the short space of a few seconds cross the threshold and are off to the scene of the fire. Such is the efficiency of the fire department of to-day. What it will be one hundred years, or even fifty years hence, is an open question. Who can tell what wonderful results electricity, now in its infancy, will work, or what grand achievements it will attain. Who knows but that in the near future fires will be prevented altogether by this strange power? Time alone will tell.

Having shown the improvements made in the construction and use of engines, let us for a moment turn our attention to the manner of giving alarms, in ancient and modern times.

In 1636 alarms were ordered to be given by the Court in the following manner, namely:

"The Court concluded that three pieces be shot off distinctly one after another shall be for an alarm, and two pieces to give warning of some house on fire."

This practice was in vogue for many years, when the ringing of

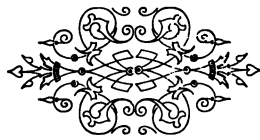
bells was established ; this with the cry of fire ! fire !! fire !!! startled the slumbering firemen to the call for duty, and though they were not blessed with all the modern appliances of their more favored brethren of the present age, they pulled their "engine" to the scene of the fire as quickly as possible, gave battle to their stubborn foe, and in nearly every instance won substantial victories.

Now electricity forms about the only agent for giving alarms in all large places, the working of which is so well understood, that it is not necessary to go into a detailed statement of it here. Suffice it to say (in order to show how the present system originated) that Prof. Barrett, the electrician of the city of Chicago, invented a machine to signal the existence of a fire in any part of the city.

As the fire alarms of the larger towns were arranged before the invention of Prof. Barrett, the process of signalling was a comparatively slow one. In signalling an alarm from any one of the street boxes, the number of the box was sent to the central station. From this point it was telegraphed to the various fire-engine stations. Suppose that the point from whence the signal was sent is 895. Twenty seconds would be consumed in the announcement to the central station ; then the operator would cross to another part of the room and adjust his dials so as to send the number to the sub-stations, at which it would be received in the shape of blows on a gong. Eight blows would first be struck, then an interval of five seconds ; then nine blows and another interval ; and lastly five blows. Here we have sixty-seven seconds from the time of pulling of the street box till the alarm reaches the engines. It might occur that there would be a total interval of one hundred and twenty-nine seconds between the time when the alarm would be first struck and that when the firemen had become satisfied as to the location of the fire.

The invention of Prof. Barrett obviates all this difficulty, and is what is not very elegantly termed the "little joker;" the invention of this little instrument saves from one to two minutes in the time getting to a fire ; a gain of great importance in its early stages, as every fireman knows.

As in the facilities for the extinguishment of fires, rapid progress has been made, so in its auxiliary, the "fire alarm," wonderful results have been obtained, and no one can yet foresee what progress electricity will work for the location of a fire, and its more speedy extinguishment.



III.

THE MASONICK, SOCIAL AND OTHER FIRE CLUBS.

IN the early days of the town, before there was any regularly organized department, associations of citizens were formed for fire purposes, serving without compensation. Probably some of these associations continued in service for awhile after the purchase of engines, as the records contain mention of the latter before anything is recorded in relation to firemen.

Through the courtesy of Messrs. Calvin F. Hopkins and George E. Merchant, the following information has been obtained "relative to the organization of Fire Societies," from books in their possession, which were kindly loaned for the purpose :

1789. Aug. 18, the "Masonick Fire Society" was instituted, its motto being "Friendship in Adversity."

The Club was composed of the following members :

| | | |
|------------------|-------------------|-------------------|
| Barnet Harkin | John Beach | John Rust |
| James Pearson | William Hales | Joseph Foster, Jr |
| John Rowe | John Babson | John Rogers |
| John G. Rogers | E. Lincoln | Solomon Gorham |
| Nathaniel Warner | Samuel Stevens | Aaron Hale |
| Daniel Collins | Nathaniel Sargent | Isaac Wharff |
| | Isaac Elwell | |

The Society had its rules, orders and watch-word, and any member not being able to tell the watch-word, when demanded by the clerk, was to pay four pence ; and if he divulged it to any person he was required to pay a fine of two shillings for the use of the

society. No one but approved masons were admitted as members of the society. Each member was provided with bags and buckets, and each agreed to help one another in case of fire.

1803. August 24, the "Social Fire Society" was instituted, and had for its members the following persons:

| | | |
|--------------------|-------------------|-----------------------|
| James Goss | Charles Smith | Shubael G. Foster |
| Jonathan Brown | Richard Friend | Ebenezer Plumer |
| Samuel Gilbert | John R. Hubbard | Benjamin Dodge |
| Aaron Plumer | John Newman | Abraham Williams |
| Joseph Procter, Jr | Elijah Foster, Jr | Nathaniel Haskell, 3d |
| | Isaac Somes | |

This Organization had its rules, orders and watch-word, buckets and bags similar to the "Masonick Fire Society."

1807. January 3, the "United Fire Society" was instituted at Sandy Bay (now Rockport), and had for its members the following persons:

| | | |
|--------------------|-------------------|------------------|
| Abraham H. Poole | Josiah Haskell | George Lane |
| Thomas Giles | Neh. Knowlton, Jr | Newell Burnham |
| George D. Hale | William Whipple | Addison Gott |
| Jabez R. Gott | William P. Burns | Eleazer Boynton |
| William B. Haskins | Addison Choate | Charles Tarr, Jr |
| Reuben Brooks | Dudley Choate | Caleb Norwood |
| William Lane | Henry Dennis | Jabez Rowe |
| | John O. Drown | |

This Association also had its rules, orders, watch-word, buckets and bags similar to the other societies.

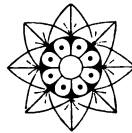
1804. The Volant Fire Club was organized and equipped with buckets and bags. Capt. Frederic G. Low was its Secretary, and the records of the club were destroyed by the burning of his residence in the great fire of 1864.

It is probable that other societies of a similar nature were instituted, but no information concerning the same (if any there were) has come to my knowledge, although the following quotations from the records would seem to indicate their existence:

At a meeting of the Board of Engineers, May 7, 1831, Messrs.


Wm. Pearce, Jr., and Benj. K. Hough waited upon the Board and offered in the name of the First Fire Club their fire apparatus for the use and benefit of the Fire Department, offering also in the name of the club to pay a proportional part of the expense of keeping said apparatus in repair. Upon this condition it was agreed that it should be accepted.

At the annual town meeting held May 8, 1834, in the school house, on the 7th article of the warrant, it was voted, "That the town accept of the fire apparatus already offered and which may hereafter be offered by the Fire Clubs in this town, and that the Selectmen be directed to keep the same in repair." With this action probably ended the history of the fire clubs.



IV.

EARLY HISTORY OF THE GLOUCESTER FIRE DEPARTMENT—OLD-TIME ENGINES.

HE first mention in the early records relative to a fire department in Gloucester, is in the year 1785, when it was voted to furnish staffs for the Fire Wardens as required by law.

The first mention of engines is in 1793, when the sum of £30 was voted to pay a balance due on two fire engines. Just what these engines were the records do not show, but probably the Volant and the Cataract, which were doubtless purchased sometime previous to this date.

In 1798 it was voted, "that the Selectmen engage no enginemen who will not furnish themselves with two fire buckets and bags," and in 1803 the town voted to purchase thirty pair of fire buckets for the two engines, fifteen pair for each.

1808. May 9—At a meeting of the members of Engine No. 2,¹ David P. Tarr was selected Capt. and Joseph Procter, Clerk.

Voted that Shubael G. Rogers and Samuel Gilbert be a committee to settle with the former clerk, Cyrus Stevens.

The members of the Company for the year 1808 were as follows:

| | | |
|-----------------------|--------------------|--------------------|
| David P. Tarr, Capt | Nat'l Haskell | S. G. Rogers |
| Joseph Procter, Clerk | Joseph Fears | Samuel Caswell |
| James Mansfield | Moses Gilbert | David Harraden, Jr |
| Wm. Dexter | Jonathan Brown, 3d | John D. Lane |
| Joshua Dane | Cyrus Stevens | Jacob Hodgkins |
| | Samuel Gilbert | |

—*From an ancient document in the possession of George E. Merchant, received from Moses Gilbert, the last survivor of the Company.*

¹ Probably the Cataract.

1808. The Selectmen promulgated the following :

Agreeable to an Act passed in the General Court of the Commonwealth of Massachusetts, the seventh day of February, 1786,¹ empowering Selectmen of Towns provided with engines to nominate and appoint suitable persons for Enginemen, who shall continue in said office during the pleasure of such Selectmen, we do hereby nominate and appoint the following persons to the care and charge of Engine No. One,¹¹ namely :

| | | |
|-------------------|----------------------|---------------------|
| William Warner | Dan Weed | William Preston, Jr |
| William Ingersoll | Ebenezer Plumer | Daniel Rogers |
| James Hayes, Jr | Arthur Caswell | Elias W. Hayes |
| Andrew Davis | Solomon Allen, 3d | Andrew Harraden |
| Joseph Putnam | Jonathan Parsons, Jr | Jonathan Harraden |

And you are hereby authorized and empowered to meet together in the month of May annually, at which meeting you have power and authority by law to choose a Master or Director and Clerk of the said engine, and establish such rules and regulations respecting your duty as enginemen as shall be approved by the Selectmen, and to annex penalties to the same which may be recovered by the Clerk of said enginemen, before any Justice of the Peace in the same County, provided no penalty shall exceed forty shillings, and that such rules and regulations shall not be repugnant to the laws of this Commonwealth.

And you are hereby held and obliged to meet together once a month, and oftener if necessary, for the purpose of examining the state of the engine to which you belong, and the appendages belonging to the same, and seeing that the said engine is in good repair and ready to proceed on any emergency to the relief of any part of the community that may be invaded by the calamity of fire. And you are hereby held and obliged to go forward either by day or night, under the direction of the firewards in the same town, and to use your best endeavors to extinguish any fire that may happen in the same town or vicinity thereof that shall come to your knowledge, without delay.

¹ I think the Act spoken of as having passed Feb., 1786, is an error of date, and should be March 15, 1785. I also find the nominations and appointments of enginemen mentioned here, to be the first which appear upon the record.

¹¹ The Volant.

Given under our hands at Gloucester this 29th day of November, 1808.

| | | |
|----------|---|----------------------------------|
| (Signed) | WILLIAM DANE, JAMES HAYES, BENJ. K. HOUGH, JOSEPH PROCTER, | } Selectmen of Gloucester. |
|----------|---|----------------------------------|

1810. May 14, the "Volant," No. One, was located near the meeting-house of the First Parish on Middle street.

The following persons had charge of said engine, by appointment of the Selectmen :

| | | |
|----------------------|-----------------|--------------------|
| Edwin Plumer | Joseph Putnam | Joseph Patch |
| Arthur Caswell | George Wood | Edward Currier |
| Jonathan Parsons, Jr | Jesse Wilson | Jonathan Harraden |
| Andrew Harraden | William Caswell | Nath'l Ober, Clerk |

1810. May 14, the Selectmen appointed the following persons to the care of Engine No. Two, "Cataract," with the fire buckets in said house, 33 in number. The engine house was near the residence of Henry Phelps, Esq., probably in a barn on Centre street, which stood about where A. M. Pattillo's carpet store now stands :

| | | |
|--------------------|-----------------|-----------------------|
| David P. Tarr | James Mansfield | Moses Gilbert |
| Jonathan Brown, Jr | Samuel Gilbert | Nath'l Haskell, Jr |
| Joseph Procter | Samuel Caswell | Joseph Fears |
| Cyrus Stevens | Jacob Hodgkins | David Harraden, Clerk |

1812. The following persons were appointed to the care of the "Volant," No. One :

| | | |
|-------------------|-------------------|-----------------------|
| Eben Plumer, Capt | Jonathan Harraden | Jesse Wilson |
| Jonathan Parsons | Andrew Harraden | Jonathan Dennison |
| Arthur Caswell | Nath'l Ober | John Royason |
| Joseph Putnam | Joseph Patch | Jonathan Parsons, 5th |
| | James Steele, Jr | Edward Currier, Clerk |

1812. Oct. 6, Enginemmen appointed to Engine No. Two, "Cataract" :

| | | |
|--------------------|---------------------------|-----------------|
| | David Harraden, Jr., Capt | |
| Samuel Gilbert | Cyrus Stevens | Denmark Procter |
| Joseph Procter | Jacob Hodgkins | Simeon Dodge |
| Jonathan Brown, Jr | Joseph Fears | Aaron Plumer |

| | | |
|----------------|--------------------|--------------|
| Samuel Caswell | Andrew Story | Eben Presson |
| | Daniel Ober, Clerk | |

33 leather buckets in the engine house.

1814. Appointed to Engine No. One :

| | | |
|-------------------|-----------------------|---------------------|
| Joseph Putnam | Jonathan Parsons, 5th | Edward Currier |
| Arthur Caswell | James Steele, Jr | Jesse Wilson |
| Jonathan Harraden | Parker Whipple | John Wryerson |
| Andrew Harraden | Joseph Patch | Richard G. Stanwood |
| | John Close | |

Appointed to Engine No. Two :

| | | |
|--------------------|-----------------|--------------------|
| David Harraden | Joseph Fears | Eben Presson |
| Samuel Gilbert | Benj'n Tarr, 3d | William Babson, Jr |
| Joseph Procter | Simeon Dodge | James Caswell |
| Jonathan Brown, Jr | Aaron Plumer | Harvey C. Mackay |
| | Edward Lowe | |

From Babson's History of Gloucester, page 515, we quote the following :

"It was on this occasion (supposed to be the year 1814) that a memorable outrage was committed by some of our own soldiers on their return from the Cape. While the East-Ward Company was on its march down, one or two engine-men—a class exempted from military duty—assailed the soldiers with some jeering remarks, by which their anger was greatly excited. A day of hard duty did not tend to mollify them; and, as soon as they were dismissed after their return, some of the most furious rushed immediately to the engine-house, which was just in the rear of the company's place of rendezvous, near the First Parish Meeting-house, and, in a few seconds, levelled it to the ground; not, without entreaty, sparing even the engine from destruction. A few suggested the propriety of seeking and punishing the offenders; but it was thought best by the majority to forgive the offence as a sudden ebullition of patriotic indignation."

It does not appear from the records that any appointments were made to Engine No. One for the year 1816.

1816. April, appointed to Engine No. Two :

| | | |
|----------------|--------------------|-------------------|
| David Harraden | William Babson, Jr | Andrew Harraden |
| Samuel Gilbert | Edward Low | Jonathan Harraden |

| | | |
|----------------|-----------------|---------------|
| Joseph Procter | John Brown, Jr | John Burnham |
| Simeon Dodge | Joseph Knowlton | Aaron Burnham |

At the anniversaryⁱ town meeting held in the meeting-house in First Parish, Monday, May 13, 1816, it was voted, that the old engine be sold and a new one purchased, and that the Selectmen be a committee to sell the old engine and purchase a new one, at their discretion.ⁱⁱ

1817. January 23, Enginemen appointed to Engine No. One, "alias Volant," said engine being located in Samuel Calder's chaise house:ⁱⁱⁱ

| | | |
|--------------------|---------------------------|--------------------|
| William B. Presson | John W. Low | William Center, Jr |
| Abel Baley | James P. Collins | Samuel Stevens |
| Isaac Low | George W. Dexter | Thomas Ireland |
| William Beach | Daniel Rogers, Jr., Clerk | |

1818. April, appointed to Engine No. Two:

| | | |
|----------------------|-------------------|----------------|
| David Harraden, Capt | William Babson | John Burnham |
| Samuel Gilbert | Edward Low, Clerk | Henry Plumer |
| Joseph Fears | John Brown | Amos Woodbury |
| Aaron Plumer | Jonathan Harraden | Nath'l Ober |
| Simeon Dodge | Andrew Harraden | Samuel Stevens |

1819. April 29, appointed to Engine No. Two:

| | | |
|----------------------|-------------------|--------------------|
| David Harraden, Capt | Jonathan Harraden | Aaron Plumer |
| Samuel Gilbert | Henry Plumer | William Babson, Jr |
| Simeon Dodge | Daniel W. Low | John Brown, Clerk |
| Edward Low | Joseph Fears | Andrew Harraden |
| Samuel Stevens | William Barr | |

1820. April 12, appointed to Engine No. Two:

| | | |
|--------------|----------------------|----------------|
| | Samuel Gilbert, Capt | |
| Joseph Fears | John Brown | Samuel Stevens |
| Aaron Plumer | Jonathan Harraden | Daniel W. Low |

ⁱ Probably a clerical error for "annual."

ⁱⁱ If this "old engine" was the Volant, the vote was not carried out, as a company was appointed for her the next year, and she was in existence many years later. The "Extinguisher" was probably bought under the authority of this order previous to 1820, when a company was appointed to take charge of her.

ⁱⁱⁱ Rear of what is now known as the Dale House on Middle street.

| | | |
|--------------|-----------------|--------------------|
| Simeon Dodge | Andrew Harraden | William Barr |
| Edward Low | Henry Plumer | William Ellery, Jr |

April 22, appointed to the care of Engine Extinguisher ¹ in Gloucester Harbor :

| | | |
|-----------------|----------------------|----------------|
| William Collins | James Everdean | Shadrack Allen |
| Nath'l Ober | Joseph Butman | James Cogswell |
| Charles Somes | David Allen | Gorham Burnham |
| William Day, Jr | George Steele, Clerk | |

1821. April 13, appointed to the Extinguisher :

| | | |
|-----------------|------------------------|--------------------|
| | George W. Pearce, Capt | |
| George Steele | James Everdean | Gorham Burnham |
| Joseph Putnam | James Cogswell | William Day, Jr |
| William Collins | Nath'l Ober | Benj'n H. Hodgkins |

April 14, appointed to Engine No. Two :

| | | |
|-------------------|----------------------|----------------|
| | Samuel Gilbert, Capt | |
| Simeon Dodge | Samuel Stevens | William Ellery |
| Andrew Harraden | Edward Lowe | David Smith |
| Jonathan Harraden | John Brown | Ephraim Smith |
| Henry Plumer | Daniel W. Low | Henry Saunders |

1822. April 26, appointed to Engine No. Two :

| | | |
|----------------------|---------------------|-------------------|
| Samuel Gilbert, Capt | Ephraim Smith | John Brown |
| Simeon Dodge | Adrian Low | James Saville |
| Samuel Stevens | Nath'l Dumphy | Samuel W. Rogers |
| Daniel W. Low | Benjamin Low | Andrew Harraden |
| William Ellery | Benjamin Carter | Jonathan Harraden |
| | Henry Plumer, Clerk | |

May 1, appointed to the Extinguisher :

| | | |
|------------------|---------------------|----------------|
| George Steele | Nath'l Ober | Isaac A. Smith |
| George W. Pearce | Gorham Burnham | James Babson |
| William Collins | Benj. H. Hodgkins | Jona Burnham |
| James Everdean | Charles Haskell, Jr | Harvey Putnam |
| James Cogswell | John Ayers | Gorham Parsons |

1823. April 18, appointed to Engine No. Two :

| | | |
|---------------|-------------------|------------------|
| Simeon Dodge | William Ellery | Nath'l R. Dumphy |
| John Brown | Ephraim Smith | Samuel W. Rogers |
| Daniel W. Low | Adrian Low | Andrew Parker |
| | Elias E. Davidson | |

¹ This is the first mention of the Extinguisher on the Selectmen's Records.

May 1, appointed to Engine No. Three, Extinguisher :

| | | |
|---------------------|-----------------|-------------------|
| George W. Pearce | John Ayers | Jonathan Harraden |
| George Steele | Isaac A. Smith | Andrew Harraden |
| James Cogswell | James Babson | William Long |
| Nath'l Ober | Joel Burnham | William Parsons |
| Gorham Burnham | James H. Putnam | Tristram Coffin |
| Benj. H. Hodgkins | Gorham Parsons | Isaac W. Elwell |
| Charles Haskell, Jr | Samuel Haskell | Henry Saunders |

1824. April 13, appointed to the Extinguisher :

| | |
|------------------------|--------------------------------|
| George W. Pearce, Capt | Nath'l Ober |
| Charles Haskell | Andrew Harraden John Ayers |
| Jonathan Harraden | William Long David E. Saunders |

Appointed to Engine No. Two, Cataract :

| | | |
|------------|--------------------|----------------|
| John Brown | Samuel Gilbert, Jr | Daniel Gaffney |
| Adrian Low | Wm. D. Winchester | Luther Lock |
| | William Ellery | |

1825. April 15, appointed to Engine Extinguisher :

| | | |
|-----------------|-------------------|-----------------|
| Nath'l Ober | John Ayers | John W. Haskell |
| Charles Haskell | Andrew Harraden | William Long |
| | Jonathan Harraden | |

April 22, appointed to Engine No. Two :

| | | |
|------------------|-------------------|-------------------|
| John Brown, Capt | Michael Gaffney | Jefferson Gaffney |
| William Ellery | Adrian Low, Clerk | Daniel Gaffney |
| | Robert M. Todd | Francis Hilton |

Added to the above Sept. 9, 1825 :

| | | |
|--------------|-------------------|-------------------|
| Henry Plumer | Samuel Friend, Jr | William Atkins |
| Fitz Saville | John J. Saville | Benj'n B. Day, Jr |

1826. April 22, appointed to Engine No. Three :

| | | |
|-----------------|---------------------------------------|---------------------|
| Charles Haskell | John Ayers | David P. Hodgkins |
| John W. Haskell | James Cogswell | William Long, Clerk |
| | George W. Floyd joined Sept. 7, 1826. | |

April 28, appointed to Engine No. Two :

| | | |
|-----------------------|---------------------|-----------------|
| John Brown | Robert M. Todd | Henry Plumer |
| William Ellery | Michael Gaffney, Jr | John J. Saville |
| Adrian Low | Thomas I. Gaffney | William Atkins |
| Daniel Gaffney, Clerk | Fitz E. Saville | Benjamin Somes |
| | Andrew Evans | |



ELI STACY, FIRST CHIEF ENGINEER.



1827. April 20, appointed to Engine No. Three :

| | | |
|-----------------|---------------------|-------------------|
| John Ayers | John W. Haskell | David P. Hodgkins |
| Charles Haskell | James Cogswell | George W. Floyd |
| | William Long, Clerk | |

1827. April 18, appointed to Engine No. Three :

| | | |
|-------------------|-----------------|---------------------|
| John Ayers | Isaac Dodge | George Floyd |
| James Cogswell | John W. Haskell | Zebulon Davis |
| David P. Hodgkins | Charles Haskell | William Long, Clerk |

Added May 6, 1828 :

| | | |
|--------------|-------------------------------|--------------|
| Levi Andrews | Jeremiah C. Goodwin | Josiah Brown |
| | Certified by Wm. Long, Clerk. | |

1828. May 2, appointed to Engine No. Two :

| | | |
|---------------------|------------------------|-----------------|
| John Brown | Michael L. Herban | John J. Babson |
| John J. Saville | Henry Knight | Addison Procter |
| Thomas S. Lancaster | Stephen Choate | Stephen Saville |
| Jonathan Brown | Benj'n F. Somes, Clerk | |

1829. April 24, appointed to Engine No. Three :

| | | |
|------------------|---------------------|---------------------|
| John Ayers, Capt | George Floyd | Jeremiah C. Goodwin |
| Charles Haskell | Israel Dodge | Josiah Brown |
| John W. Haskell | Zebulon Davison | Joshua M. Shepherd |
| James Cogswell | Levi Andrews | George W. Starbrid |
| | William Long, Clerk | |

The following persons were also appointed to Engine No. Two :

Thomas S. Lancaster, Clerk

| | | |
|---------------------|--------------------|---------------------|
| William Ellery | John J. Babson | Jon Brown, 3d |
| John J. Saville | Addison Procter | Wm. Oxden, Jr |
| Benj. F. Somes | William G. Gilbert | George H. Rogers |
| Thomas S. Lancaster | Stephen Saville | Denmark Procter, Jr |

Oct. 2, the following persons were appointed to a new engine located at Sandy Bay as belonging to certain proprietors, namely :

| | | |
|--------------------|--------------------|--------------------|
| Levi Sewall | Wm. H. Bradley | James Manning |
| Wm. Perkins | Solomon Choate, Jr | Eben'r Gott |
| Henry Clark, Jr | Daniel Allen, Jr | Jabez Rowe |
| Silas Wentworth | Addison Choate | Samuel J. Giles |
| George Witham | Dudley Choate | Thomas O. Marshall |
| John O. Drown | Jeremiah Choate | Henry Dennis |
| Peter Stillman, Jr | Richard Dowch | Lyman Sewall |

And said men are to be attached to an engine numbered five located at Sandy Bay, within our town of Gloucester, and belonging to certain proprietors, and to continue in said office during the pleasure of the Selectmen.

Oct. 8, the following additional persons were appointed to the care of Engine No. Five :

| | | |
|-----------------|-------------------|--------------------|
| George Robinson | George Knowlton | John Choate |
| George Gott, Jr | Joshua Witham, Jr | George Norwood, Jr |
| Wm. Pool, 4th | Nath'l Richardson | Benj. Courtney |
| | Benjamin Choate | |

1830. April 23, appointed to Engine No. Two :

| | | |
|-----------------------|-----------------|---------------------|
| William Ellery, Capt | Addison Procter | George H. Rogers |
| John J. Saville | Stephen Saville | Denmark Procter, Jr |
| Benj'n F. Somes | Stephen Choate | Moses Newell |
| Thomas S. Lancaster | Jon Brown, 3d | Solomon Stanwood |
| John J. Babson, Clerk | Wm. Oxden, Jr | Michael Herban |
| | Addison Gilbert | |

Sept. 10, appointed to Engine No. Three :

| | | |
|---------------------------|------------------------|---------------------|
| Jonathan Cutler, Capt | Jeremiah Lovejoy | Jonathan Plumer |
| George W. Floyd | Gorham Parsons | William Haskell, 3d |
| James H. Putnam | John J. Saville | Jacob Bacon |
| Leonard J. Presson | Daniel Wheeler, 3d | Elbridge G. Friend |
| John J. Edwards | Benj. R. Stacy | Theron Hovey |
| David P. Rowe | Joshua M. Shepherd | Wm. T. Averill |
| Stephen P. Saville | William P. Ellery | George Caswell |
| Denmark Procter, Jr | Jonth'n B. Perkins, Jr | Samuel Lord |
| Zebulon W. Davison, Clerk | | John P. Procter |

V.

FIRES PREVIOUS TO 1830—GENEROUS ASSISTANCE TO SUFFERERS FROM FIRES ELSEWHERE.

IHAVE now brought the history of the department down to 1830, mentioning the engines and giving the names of all the firemen who appear upon the public records up to that time. These names are of interest, representing as they do most of the old families of the town, and including many persons who were prominent in the social, commercial and industrial interests of those days.

Up to this time Gloucester had never suffered severely from fires, and but little difficulty had been experienced, even with the imperfect apparatus in use, in dealing with such as had occurred.

In the earlier history of the town, of course, no permanent record of such disasters was kept, and down to a comparatively recent date but few particulars were preserved. After diligent study of all accessible authorities, however, I am led to believe that the following is a comparatively complete list of all the fires of consequence occurring in Gloucester previous to what will always be remembered in our annals as "the Great Fire of 1830."

1656. John Rowe was fined twenty shillings by the Quarterly Court and ordered to make a confession at the next Gloucester Town Meeting for saying, "if his wife were off his mind he would set his house on fire and run away by ye light, and ye devil should take ye farme; and speaking the same a second time, adding that he would live no longer among such a company of hell-hounds."

1675. The Indians made an attack on the house of George Ingersoll and burned it down, and killed his son.

1679. William Coleman's house at the Farms was destroyed by fire.

1703-4. Jacob Davis' house burned down.

1753. At about 12 o'clock at night the house of David Ingersoll took fire and was burnt to the ground with most of the furniture; it was a calm time and a wonderful Providence that it spread no further; there was a great concourse of people.

1756. Mr. Leighton's shop burned down.

1766. A store with sail loft was consumed by fire within; between twenty and thirty pieces of duck partially made up and sundry other articles that were therein were destroyed.

1788. A new dwelling house, almost completed, belonging to Mr. Daniel Knight, then absent at the Banks, was consumed by fire. Through the charity and efforts of Col. Pearce, another house was erected on the same spot and given to the sufferer.

1819. Isaac Close house destroyed by fire.

1819. The house of Elias Clough was destroyed by fire.

1827. Nov. 8th, a cry of fire on Middle street came from a house where a lot of cotton batting had caught fire, probably from a spark. It was put out quickly.

1828. Oct. 13, during the high wind the roof of the buildings of the "Gloucester Telegraph" Co. was discovered to be on fire, and it must have originated from a spark from some chimney in the neighborhood, as there had been no fire within the Telegraph office during the season. It was extinguished after burning over a space of four feet.

1829. Aug. 14: a new engine, built at Manchester, Mass., by Mr. E. Tappan, was exhibited in this town yesterday. It was calculated to be drawn by horses, and from appearance is one of the best engines that we have ever seen. Our town needs an engine which will hold water and we recommend selling or giving away some of those we now have and purchasing the above. The

importance of a good engine will be known, when our wooden buildings are threatened by a destructive fire. Mr. Tappan can afford to sell the above for \$360, which will be worth about half a dozen of those now on hand. We believe there is no engine at Sandy Bay, though there are one or more fire companies.—*Gloucester Telegraph*.

1829. Sept. 11, Wm. Parsons, Jr., tenders his grateful thanks to those citizens of this town and others who kindly and efficiently afforded them assistance in rescuing his property from the fire on Monday night last.—*Gloucester Telegraph*.

Sch Peacock took fire in our harbor on Monday evening last, causing it to be damaged to the amount of \$200 on vessel and cargo.—*Gloucester Telegraph, Sept. 12, 1829*.

The means of dealing with these fires were primitive, especially in the earlier years, but the men who handled the fire-buckets of the eighteenth century—aye! and the women too—and those comprising the fire clubs and who manned the old Volant, Cataract and Extinguisher of a later day, labored to the utmost of their ability to protect the property of their neighbors when endangered by the flames.

Although up to this time such disasters here seem to have been few and far between, and never upon any extensive scale, the citizens of Gloucester, then as now, were prompt and generous in their response, to the utmost of their ability, to the appeals for assistance for the sufferers from conflagrations in other communities, as the following gleaned from the records will show :

1740. Nov., 300 of the best buildings, with a vast amount of other property, were consumed in Charleston, S. C. ; on account of the impoverished condition of the town, no contributions were sent from Gloucester. The British Parliament voted £20,000 for their relief.—*Extract from Rev. John White's Diary*.

1758. April 13, a collection of £280 was taken for the poor of Boston, reduced by the late wasting fire.—*Extract from Rev. John White's Diary*.

1811. The town was called upon to contribute for the relief of the sufferers by the late very distressing fire at Newburyport.

At a town meeting held on Thursday, September 25, 1823, the following article appeared in the warrant, namely :

“To take into consideration a circular letter addressed to the Selectmen of this town from the Committee of the towns of Wiscasset and Alma, asking relief for the sufferers by the late fires in those places. On said Article it was voted that a committee of three be chosen to transcribe the circular from the towns of Wiscasset and Alma ; that a copy thereof be sent to each of the Rev'd Clergy of this town, requesting the same to be read to their respective congregations on the next Sabbath ; that a collection for the sufferers be solicited, to take place on the next Sabbath following ; that the monies so collected be by the respective clergymen remitted to the said committee ; that the same be by them forwarded as specified in the circular ; and that the Selectmen comprise this committee.”

I think the town and city have assisted in other fires, through the churches, etc., of which mention would have been made here if the records could have been found.



VI.

THE GREAT FIRE OF 1830—GENEROUS RESPONSE TO THE SELECTMEN'S APPEAL FOR ASSISTANCE.

IF enjoying a fancied security because of their unusual exemption from serious losses by fire, and unmindful of the dangers to which they were exposed by the gradual building up of the town, our fathers were destined to be suddenly and thoroughly awakened.

On Thursday, September 16, 1830, about four o'clock in the morning, fire was discovered in the house owned and occupied by Samuel Gilbert, on Front street, and is supposed to have commenced in a building in the rear of said house, though the exact spot in which it originated is not accurately known.

The flames spread with such rapidity, notwithstanding the calmness of the atmosphere, that no effectual check could be given until upwards of twenty dwelling houses, together with about forty stores, mechanics' shops and other smaller buildings, were destroyed.

These were mostly on the south side of the street, and between it and the water. Crossing the street, however, it destroyed several buildings, but was fortunately arrested at the store of Kimball & Hough, by demolishing two small buildings adjoining. It was finally checked by the arrival of assistance from Sandy Bay, Essex, Manchester and Ipswich, the engines from those places rendering the most important services, as without them the greater part of the village must have been consumed.

The disaster fell upon that part of the town in which the most business was transacted, and the sufferers were among the most active and enterprising citizens.

Great praise is due to the citizens of that day generally for their intrepidity and vigorous exertions on this occasion, though the infrequency of fires here had been such as to render it impossible that there should be much order in forming and preserving the lines, etc.

The fact of so many of the most efficient men being away was also unfortunate. The Artillery Company, consisting of about fifty men, was absent on a campaign, and the fishermen, of whom there were frequently from five to six hundred in port, were also gone.

The women exerted themselves in removing goods and furniture and also in passing water, for six or eight hours. A party of Penobscot Indians were in town, who also exerted themselves with great bravery.

Col. John Clark took a horse, went to Sandy Bay, and aroused the people, who promptly responded to the call for assistance. Later he sent to Ipswich and Salem for aid, and after the fire, the committee learning what he had done, gave him \$20.

1830. Sept. 15, agreeable to order, the Company assembled at the Gun House in uniform complete for inspection and camp duty, at 7 o'clock, A. M. Marched from hall to cover pieces, then through Front and Middle streets to the Cut; dismissed at Cut to appear at the guide-board near Manchester, thence to Beverly, thence on to Salem. Returning homeward when the Company had reached Beverly Bridge an express from Gloucester gave out the word that the town was on fire, and the Company was dismissed with these words, "To their homes or their ashes."—*Records of Gloucester Artillery Co., now in the possession of Joseph Sayward.*

The following buildings were entirely destroyed:

The house owned by Samuel Gilbert, formerly occupied as a tavern, forming the corner of the square leading to the town landing, including Low's stables.

The house and store owned and occupied by Samuel Gilbert, with five out-buildings; no insurance.

The house owned by James Mansfield, occupied by J. W. Dexter, and store in front.

Dwelling house and stores owned and occupied by James Mansfield & Sons, together with three other buildings, crossing the avenue leading to Long wharf; also three stores on the wharf. Insured for \$5000.

Cyrus Stevens' dwelling house and hat manufactory. Insured for \$1000.

Dwelling house of Zachariah Stevens, with five buildings in the rear. Insured for \$2000. Store in front occupied by Samuel Stevens, wharf, etc., destroyed. Goods insured for \$3000.

Dwelling house of Samuel Dexter; furniture partly saved. Insurance on the house, \$3000. Store in front, occupied by S. & G. W. Dexter; goods nearly all saved.

Dwelling house of widow Sally Allen, with store in front.

Dwelling house owned by the Gloucester Bank, and occupied by C. Davis, G. Smith and S. Coffin. Store in front of the latter; stock destroyed.

Store owned by Henry Smith and occupied by William Babson, also cabinet manufactory of George & Jacob Smith, with a large stock of furniture, entirely destroyed.

Store of Hutchings & Stanwood, with the Armory of Essex Guards above (goods partially saved), barn and store on Smith's wharf, together with wood and lumber. Loss estimated at \$4000.

Dwelling house and tin manufactory of Samuel Bulkley; furniture and stock principally consumed. No insurance.

Dwelling house and hat manufactory of Aaron Day, all destroyed; store in front occupied as a tailor's shop. No insurance.

Dwelling house of Henry Staten; stores occupied by John W. Haskell, shoemaker, and E. Smothers, hair-dresser.

Distillery of William Pearce & Sons, with other buildings attached, on Central wharf; wood sail-loft of James Steele & Sons;

and two stores occupied by William Pearce, Jr.; store of Abraham Sawyer; block-makers' shop of Jones & Daniels.

Clock-maker's shop of Isaac A. Smith and paint store of Samuel W. Rogers (demolished); lumber yard in rear of A. Sawyer's house; tailor shop of J. Cogswell; jeweler's shop of Thomas Ireland, and dwelling house (partially destroyed), all owned by widow Hannah Dane.

Dwelling house of widow Alice Lincoln; store occupied by Miss Holmes, milliner; dwelling house of J. Honers; store occupied by T. W. Browne as a tailor's shop; store of Charles L. Roberts; fancy goods store of F. & E. Roberts; office of T. Stephenson, Esq., with the social library under his care; dressmaker's shop of Mary Parsons; all owned by C. L. Roberts.

Dwelling house of Moses Gilbert; chair manufactory of B. Newman (demolished), with several small buildings in the rear.

Dwelling house of Dr. Henry Prentiss, furniture partly saved; house in S. Street occupied by E. Smothers, both owned by Graham Parsons, Esq., of Brighton.

As the wind was varying from N. W. to S. E., it was expected that the whole of Front street would be destroyed, and families removed their furniture, etc., though some distance from the main fire.

The cinders lodged upon stores as far as Pearce's East Wharf, and set them several times on fire. Our engines were worked with much spirit, and the companies attached to them were nearly exhausted, as well as others, when our neighbors so fortunately arrived. About 300 females exerted themselves with uncommon spirit, and a large number of gentlemen from Boston, natives of this town, arrived here in good season to assist.

Nearly all the persons who were unhoused lost more or less of their furniture.

The whole number of buildings burnt was 60; several vessels were injured, among which were sloop Candidate, lying at Town Landing, considerably burnt; sch. Splendid, loss of sail; a large



EX-CHIEF ENGINEER BARNARD STANWOOD.

boat belonging to E. L. Gray, valued at \$200; schooner Phenix, owned by Samuel Gilbert, partly insured. Besides the loss of other property, upwards of 3000 bbls. of mackerel, and 300 or 400 empty barrels, were destroyed.

A contemporaneous account gives the following incidents of the fire :

We understand that one of our packets was attached by a person in Boston, on hearing of the fire. Such a man must be a very Shylock indeed.

We understand that George Andrews (a lad of 15 years of age) voluntarily set out for Salem to obtain assistance for the fire. This is the same lad who preserved the chronometer from ship Boston, recently destroyed at sea, and also the writing desk and watch belonging to the first officer, making three attempts to obtain them, and succeeded, though with great danger to himself.

The necessities of many people arising from their losses called for immediate aid, and the Selectmen issued the following circular :

The Selectmen of the Town of Gloucester, impressed with a sense of their obligations to their suffering Fellow Townsmen, who by the recent trying visitation of Providence, have lost their property and their homes, consider it not improper to appeal in their behalf, to the sympathies and benevolence of neighboring Towns and the Community, for such aid and charity as the painful circumstances in which the sufferers are placed, shall seem to require.

The facts in the case, as far as at this time can be ascertained, are these :

By the fire of last Thursday, 17 dwelling houses and 43 stores, work-shops and other buildings, with most of their contents, were entirely consumed. The loss is estimated, after a careful examination, at upwards of \$100,000, exclusive of insurance.

By this catastrophe more than one-half of the business part of the Town is destroyed. Many citizens, who, before the fire, were in affluence, are now in poverty; and many more, who by their industry were in circumstances of comfort and competence, have lost their all, and are thrown for mere sustenance on the charities of others. Under these circumstances, any assistance

that may be afforded will be distributed according to the wants of the sufferers, and will be gratefully acknowledged.

The friends of humanity, who will take the trouble to receive donations of any kind, and forward them to the subscribers, will confer special obligations.

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| DANIEL W. ROGERS, | } Selectmen. |
| WILLIAM STEVENS, | |
| WILLIAM FERSON, | |
| GIDEON LANE, JR., | |
| GEORGE D. HALE, | |

Gloucester, Mass., 18th Sept., 1830.

We also furnish the following from the Selectmen's records:

SATURDAY, 18th Sept., 1830. D. W. Rogers, W. Stevens and W. Ferson, Selectmen, met and wrote a letter, asking relief for the sufferers, directed to Wm. Hales and Geo. Whittemore, Esqs., Boston, and sent by N. Whittemore. In the afternoon W. Stevens and W. Ferson went to Salem; wrote and printed one quire of circular letters, asking relief for the sufferers by the fire of the 16th inst. * * * Returned at 1-2 past 11 o'clock. Directed three quires circulars to be sent by stage on Monday. Gen. M. Whitney gave \$20 to B. K. Hough for the sufferers.

The following is a copy of the letter referred to:

GLOUCESTER, September 18, 1830.

Dear Sir:—The undersigned in behalf of the sufferers by the recent fire in this town hereby give it as their opinion, from the best estimate they can make, that the amount of losses sustained cannot be less than \$100,000 exclusive of insurance, which is about \$20,000.

If our friends in Boston and other places feel inclined to aid us in this season of our calamity, any assistance they may afford will be very thankfully received.

A number of families have lost their all. The amount to be transmitted to the subscribers.

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| (Signed), | D. W. ROGERS, |
| | WILLIAM STEVENS, |
| | WILLIAM FERSON, |
| | Selectmen. |

To William Hales, Esq.,
Geo. Whittemore, Esq., Boston.

Monday, 20th. Directed circulars to the Selectmen of Portland, Portsmouth, Newburyport, Salem, Charlestown and Cambridge; also the Mayor of the city of Boston; and to 18 clergymen in the city, viz.: Rev'd Messrs. N. L. Frothingham, H. Ware, B. B. Wisner, J. Freeman, I. G. Palfray, F. Parkman, Wm. E. Canning, J. Pierpont, Geo. W. Doane, Chas. Lowell, S. Streeter, Ed. Beecher, Hosea Ballou, Alo. Potter, S. Green, Wm. Jenks, Paul Dean, Sam'l Bartlett, and paid the clergy's postage.

Tuesday, 21st. Sent circulars to the Selectmen of all the towns in the county of Essex, except Salisbury and Newburyport, 24 towns; also to the Selectmen of Concord, Lexington, Lowell, Malden, Medford, Newton, Brighton, Waltham, Watertown, Woburn, Wiscasset and Bangor, Me., and Providence, R. I.; 37 towns in all.

Also to the eight clergymen of Haverhill, viz.: Rev. Messrs. J. H. Stephen, A. Cross, Geo. Kelley, A. Niles, T. G. Farnsworth, D. Phelps, M. Welch, H. Plumer.

Wednesday, 22d. Sent circulars to the Selectmen of Roxbury, Dorchester, Weymouth, Dedham, Medfield, Medway, Milton, Cohasset, Brookline, New Bedford, Taunton, Dartmouth, Attleborough, Westport, Fairhaven, Seekonk, Plymouth, Hingham, Scituate, Duxbury, Marshfield and Dover, N. H.; 22 towns.

Friday, 24th. Concord, Londonderry, Derry, Chester, Goffstown, Charlestown, N. H.

Cyrus P. Grosvenor, Alex. Young, Jr., Wm. Crosswell, J. D. Knowles, Ephraim Wiley, Charles Morgridge, Stephen Martindale, Daniel Sharp, Joy H. Fairfield, I. L. Blake, Lemuel Capen, James Sabine, Lyman Beecher, Geo. Ripley, Howard Malcom, John Brown, Mellish L. Motte, Ed. T. Taylor, Thomas Driver, 19 clergymen, Boston; Thos. Whittemore, James H. Bugbee, Calvin Gardner, Otis A. Skinner.

Groton, Hopkinton, Pepperill, Tyngsboro, Reading, Bridgewater, Weston, Nantucket, Amherst, Egremont, Mass.; Baltimore, Md.; Windsor, Vt.; Hartford, New Haven, New London, Norwich, Middleton, Litchfield, Fairfield, Windham, Tolland, Farmington, Windsor, Weathersfield, Stamford, Guilford, Enfield, Conn.; North Yarmouth, New Gloucester, Bucksport, Campden, Bath, Hallowell, Augusta, Castine, Eastport, Waldoboro, Penobscot; Belfast, Maine; 71 letters.

Saturday, 25th. Bristol, Centerville, Charlestown, Coventry, Greenville, Kingston, Newport, Scituate, Gloucester, Warwick, Wickford, Barreville, R. I.; Paris, York, Norridgewock, Machias, Frankfort, Lincolnville, Gardner, New Castle, New Gloucester, Northport, Me.; Keene, Walpole, Lancaster, Haverhill, Plymouth, Exeter, N. H.; Rutland, Montpelier, Woodstock, Vt.

At a town meeting held on Monday, September 27th, 1830, at the town grammar school house, it was voted, that a committee be appointed who shall carefully and impartially estimate and appraise all losses sustained by the several sufferers by the fire of the 16th of Sept., 1830, and they shall distribute all donations which are or may be received for said object, in such portions as they shall think proper by drawing orders on the Selectmen. Daniel W. Rogers, William Ferson and Joseph Stacy were chosen a committee to select and report to the meeting five suitable persons as an appraising and distributing committee as aforesaid. The selecting committee reported that Israel Trask, Esq., Benj. K. Hough, Esq., Col. William Beach, Mr. Eli Stacy and Mr. Elias Clough be the committee and they were accordingly chosen; Mr. Hough and Mr. Stacy having declined acting, were excused, and Capt. Elias Davis and Capt. John Johnston were chosen in their room.

Thursday, Sept. 16th, 1830. William Sutton of Danvers enclosed \$100 to Wm. H. Parrott, for the relief of the sufferers.

Saturday, 18th. Gen'l. M. Whitney gave B. K. Hough \$20 for same. Deposited in bank by Selectmen.

Wednesday, 22d. Capt. Daniel Adams, India Wharf, Boston, came and delivered to the Selectmen \$43.78, short 7 cents, collected by him on India Wharf within 24 hours. Not to be put in the papers. Deposited in bank by Selectmen.

Thursday, 23. Selectmen gave \$10 to Aaron Day, \$10 to Samuel Bulkley, \$8 to Mrs. Allen, \$8 to Henry Staten, and \$8 to Edward Smothers.

Rec'd a letter from Boston from "Howard," with 5 sets planes.

Friday, 24th. Rec'd \$20 from R. Russell, Tremont Theatre.

Saturday, 25th. \$26 from David Pingree, Salem. Not to be put in papers; \$200 Josiah Quincy, Cambridge, Pres. Harvard University; \$10, John Winn, Salem.

Capt. Trask is to subscribe \$50 for Messrs. Howell & Co., of Baltimore.

Monday, 27th. Town meeting in forenoon. Mr. Fuller, Engineer, came from Boston.

Tuesday, 28th. Mr. Fuller was all day surveying Front street and laying out the new street; Wm. Long, assistant; Wm. Ferson, all day with them; William Tucker also assisted.

Rec'd by I. P. Saunders of Salem, contributions of 3 churches, \$142.34.

Rec'd by Mrs. R. Thompson of Charlestown, contributions of 5 churches, was collected as follows: Universalist, \$232; Unitarian, \$158; Dr. Fay, \$58; Baptist, \$26; Mr. Holden's people, \$17; Superior of Convent, \$16; special deposit of both sums.

Wednesday, 29th. Mr. Fuller employed all day for the lot proprietors, Wm. Long.

Rec'd by committee of Amicable Fire Society of Cambridge,

100.00

Eben Hunt of Danvers (New Mills),

102.00

Thursday, 30th, Treasurer Massachusetts Charitable Fire Society, Boston,

100.00

Saturday, 2d, William Hales, Treas. of the contributions in Boston,

3,135.00

Monday, 4th, Charles S. Small and J. Winchetta, Unitarian Society, Danvers,

140.50

Tuesday, 5th, B. W. Crowninshield, Salem,

300.00

Mr. Shaw, from Exchange Engine Co. No. 6, Salem,

23.00

Mr. Rogers and Stevens went to Boston to buy engine, &c.

Wednesday, 6th, Stephen Oliver, in behalf of the Society of Friends, Salem,

100.53

Chas. Stephens, from the several churches in Beverly,

163.03

Thursday, 7th, Selectmen of Medford, by D. W. Rogers,

100.00

J. D. L., Madison County, N. Y.,

10.00

Friday, 8th, S. W. Wheeler, from Universalist Society, Providence,

23.00

Whittemore & Loring, from 4 churches in Hingham,

162.50

Benj. Fabens, from 10 churches in Salem,

837.48

Saturday, 9th, J. P. Atkinson, Universalist Society, Hingham,

22.50

Selectmen of Lynn, from part of churches,

273.00

Monday, 11th, Thomas Payson, Rowley, gave

1.11

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| Capt. Clarkson, from the Selectmen of Newburyport, | 313.40 |
| “ “ an individual of Newburyport, 31 yds. | |
| cloth, say, | 3.00 |
| Tuesday, 12th, Wm. Pearce, Jr., from S. Portsmouth, | |
| N. H., | 5.00 |
| Selectmen of Brighton, | 100.00 |
| Universalist Society, Stoneham, | 8.00 |
| Charleston, S. C., unknown, | 20.00 |
| D. W. Rogers in Boston, from Selectmen of Milton, | 109.00 |
| 3d Religious Society, Dorchester, | 56.66 |
| Friday, 15th, native of Gloucester, at Charleston, S. C., | 10.00 |
| Saturday, 16th, Com. of citizens of Nantucket, | 1029.72 |
| Monday, 18th, Haverhill, \$5 of which to C. Stevens, | 211.40 |
| Tuesday, 19th, Rev. F. Parkman, New North Church, | |
| Boston, | 101.15 |
| Wednesday, 20th, Mr. A. Gardner, from the Selectmen | |
| of Marblehead, | 277.37 |
| Thursday, 21st, James Arnold, New Bedford, | 150.00 |
| Henry D. Gray, Treas. Central Universalist Ch., Boston, | 64.61 |
| S. Whittemore, from Thomas Perkins, Topsfield, | 25.00 |
| Friday, 22d, Stagemen, from the churches, Portsmouth, | 406.00 |
| John Sullivan, 1st Baptist Church, Boston, | 47.00 |
| Saturday, 23d, Rev. Chas. Lowell, West Ch., Boston, | 174.57 |
| 1 bbl. bread, | 3.00 |
| Moses Newell, West Newbury, | 36.00 |
| Ladies of Cong'l Shepard Society, Cambridge, clothing, | |
| \$25, 1 pair shoes, \$1, | 26.00 |
| Monday, 25th, Wm. Johnson, Jr., by Mrs. Dale, North | |
| Parish, Andover, | 56.06 |
| Solomon Nelson, from Rev. Willmarth's Society, New | |
| Rowley, | 12.17 |
| Tuesday, 26th, Eleazer M. Dalton, Treas. Universalist | |
| Society, Salem, | 81.00 |
| George Rogers, from Union Ch. and Society, Rev. S. | |
| Green, Boston, | 45.20 |
| Joseph G. Sprage, from Rev. Mr. Cowle's Society, | |
| Danvers, | 73.82 |
| Wednesday, 27th, Henry Janes, from, Selectmen of | |
| Topsfield, | 27.00 |
| Selectmen of Duxbury, | 87.00 |

CONTRIBUTIONS.

41

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| Thursday, 28th, Jona. P. Stearns, Boston, from Selectmen of Weston, | 57.69 |
| Committee of citizens of Providence, R. I., | 432.14 |
| Selectmen of Cambridge, collected at several Religious Societies, | 343.48 |
| Friday, 29th, Chas. Kimball, several Religious Societies, Ipswich, | 108.78 |
| Saturday, 30th, Rev. Jos. Searle, Congregational Society, Stoneham, | 14.00 |
| Tuesday, Nov. 2d, Samuel Smith, Treas. 2d Universalist Society, Boston, | 88.51 |
| Wednesday, 3d, Selectmen of Newton, | 104.55 |
| Thursday, 4th, Selectmen of Taunton, | 91.00 |
| Selectmen of Plymouth, | 150.40 |
| George Whittemore, the Baptist Society of Hingham, | 8.00 |
| Friday, 5th, Mr. Shaw, from Jona. Preston, for Rev. Mr. Braman's Society, Danvers, | 50.85 |
| Monday, 8th, R. Keith, Treas. First Univ. Ch., Boston, | 106.06 |
| Elijah Lewis, from several churches, Roxbury, | 257.80 |
| Isaac Adams, from several churches, Portland, | 426.12 |
| Selectmen of Derry, N. H., | 21.00 |
| Tuesday, Nov. 9, by mail from Selectmen of Medfield, | 32.00 |
| Deposited in State Bank by S. Beals, treas., 2d Baptist Church, Boston, | 61.11 |
| Wednesday, 10th, Eli Stacy, from J. Upton, Jr., Meth. Society, Lynnfield, | 3.10 |
| Eli Stacy, from Selectmen of Salisbury and Amesbury, | 132.20 |
| By mail from Rev. D. Th. M. Harris Soc'y, Worcester, | 73.00 |
| Thursday, 11th, from Wm. Hales to I. Trask, from Mr. Greenwood, King's Chapel, | 127.72 |
| Do., Evangelical Society, Medfield, | 7.50 |
| " Hollis Street Church, Boston, | 87.00 |
| " Dr. James Jackson, | 20.00 |
| " Brookline, | 116.00 |
| Draft on Cyrus Stevens, from Selectmen, No. Yarmouth, | 53.00 |
| Saturday, 13th, by Jon. Brown, Jr., from Selectmen, Methuen, | 33.00 |
| Monday, 15th, by Rev. Mr. Barbour, from his Society in Byfield, | 31.00 |

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| Tuesday, 16th, by mail, Rev. John Codman, Old South and Village Churches, Dorchester, | 119.00 |
| Wednesday, 17th, by Mr. Low, subscription in town of Essex, | 38.00 |
| William J. Dale, from Jos. Shattuck, Jr., West Parish, Andover, | 20.45 |
| William J. Dale, from Capt. Nath'l Stevens, Andover, 20 yds. flannel, say, | 10.00 |
| Thursday, 18th, by mail from Rev. Milton Badger, So. Parish, Andover, | 60.00 |
| Friday, 19th, by Mr. Parker, subscription from Bradford, | 67.00 |
| Saturday, 20th, by mail from the Selectmen of Watertown, | 76.72 |
| Tuesday, 23d, from the Selectmen of Tyngsborough, | 27.00 |
| Friday, 26, from Caleb Butler, P. M., 1st Church, Groton, | 25.00 |
| Monday, 29th, from Selectmen of Dover, N. H., Capt. Wadsworth, cheese from indiv'l, N. Yarmouth. | 120.00 |
| By boat Defiance, Capt. Samuel Sole, from Wiscasset, 466 bushels potatoes, 6 cords wood, 3 bushels barley, 3 1-4 bushels peas, 1 1-2 bushels beans. | |
| Saturday, Dec. 4th, Nicholas Power, from Selectmen of Cohasset, | 48.00 |
| Monday, 6th, Wm. Green, Cash'r, Plymouth, N. H., | 7.36 |
| John Dane, from Park Street Church, Boston, | 79.50 |
| Tuesday, 7th, Stagemen, from A. Haywood, 1st Parish, Concord, Mass., | 37.50 |
| Saturday, 18th, from Selectmen of Malden, | 87.00 |
| Tuesday, 22d, Rev. Moses Welch from citizens of Plaistow, N. H., | 15.00 |
| Saturday, 25th, by the stagemen, from the Selectmen of Saugus, | 45.10 |
| By the stagemen, from Selectmen of Weymouth, | 95.71 |
| Monday, 27, from Selectmen, contr'd by Cong'l Soc'y, New Gloucester, | 13.00 |
| February 7th, 1831, by Abram Patch, from Hamilton, | 35.08 |
| " 18th, Israel Trask, from Wm. Hales, from Medfield, | 50.84 |

DISBURSEMENTS.

43


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| Israel Trask, from Elias Davison, from Leicester, | 20.00 |
| Selectmen of Hopkinton, Mass., dep. in State Bank, | 30.00 |
| February 22d, from Peleg Jenkins, Scituate, Mass., | 28.00 |
| March 24th, from Reading, | 37.00 |
| April 4th, from Methodist Society, Andover, | 10.10 |
| " 28th, from Selectmen of Lowell, several Religious Societies, | 90.00 |
| | <hr/> |
| Total, | \$14,640.90 |
| Sept. 23d, 1830, distributed by Selectmen to A. Day, | |
| \$10; S. Bulkley, \$10, | 20.00 |
| Mrs. S. Allen, \$8; Henry Staten, \$8; Edward Smothers, \$8, | 24.00 |
| October 4th, paid Aaron Day, donation, | 130.00 |
| " 8th, " " " " " " | 10.00 |
| " 13th, paid Committee of donations, | 6000.00 |
| By the Selectmen, to sufferers, 31 yds. cloth, value of | 3.00 |
| October 19th, paid Cyrus Stevens, given to him from Haverhill, | 5.00 |
| October 22d, paid Committee of donations, | 3000.00 |
| Paid Ipswich stageman for bringing Portsmouth money, | .25 |
| October 25th, paid George Brown, freight, wharfage, truckage, 1 bbl., 1 box, 1 bag, | .81 |
| October 27th, distributed by Selectmen, to Jacob and George Smith, for planes, | 39.50 |
| Distributed to the destitute, 1 pair shoes, | 1.00 |
| " to varied sufferers, 1 box clothing, | 25.00 |
| Nov. 3d, paid expenses of printing circulars, expenses to Salem and postage on sundry letters, | 17.78 |
| Nov. 8th, paid Committee of donations, | 3000.00 |
| Distributed by the Selectmen to the needy, 1 bbl. bread, | 3.00 |
| Nov. 23d, paid at Salem, dis. on \$21, uncurrent money, | 2.05 |
| Hallowell and Augusta, \$2, bank broken, no value, | 2.00 |
| Counterfeit bills of Cumberland and Franklin banks, | 2.00 |
| Paid various bills and donations, | 138.01 |
| Dec. 14th, paid Jos. Stacy, hauling wood, potatoes, etc., | 14.55 |
| Nov. 18th, by the Selectmen to the destitute sufferers, 20 yds. flannel, | 10.00 |
| Nov. 19th, by \$2 Boston bank, counterfeit from Bradford, | 2.00 |

| | |
|---|--------------------|
| By \$1 short from Exchange Engine Co., Salem | 1.00 |
| Jan'y 3d, 1831, paid William Stephens, postage, | 6.80 |
| “ 18th, 1831, Committee of donations, | 1888.29 |
| Sept. 1st, paid Daniel W. Low's bill, by order of Com., | 9.55 |
| James Steele & Son, bill, by order of Com., | 38.50 |
| Sept. 2d, Frederick Norwood's bill, by order of Com., | 40.00 |
| Cyrus Stevens, North Yarmouth, donation, | 53.00 |
| Oct. 5th, Frederick G. Low's bill, order of Com., | 80.00 |
| Total, | <u>\$14,567.00</u> |



VII.

FURTHER HISTORY OF THE VOLANT, CATARACT, EXTINGUISHER AND ENTERPRISE.

AVING brought the history of the first four hand engines down to the great fire of 1830, in which they rendered as good service as could have been expected with the odds so largely against them, it may be well to trace their further history before proceeding to consider the outcome of that conflagration.

The old Volant was probably the first fire engine bought by the town. No company records previous to 1830 have been found to show the doings of the men who had charge of this old engine. We learn, however, from old firemen, that the Volant was given to a company of boys early in 1830, of whom John Clough Foster was chosen first foreman, and in the great fire of 1830 was actively engaged in subduing the flames, while Major Mason, at that time Captain, was crying, "Water! water! water! boys," and half the water put into the old tub went out through the bottom.

Through the courtesy of Defiance Engine Company (whose records are well preserved), we learn that in 1831 the Volant was stationed at the "Head of the Harbor," in a building situated in Brown and Woodbury's field, near the store of George Friend, in which store the Company at times held its meetings, and at other times in the sail-loft on the wharf.

The first Company having charge of the Volant in her new location, were as follows:

| | | |
|----------------------|--------------------|--------------------|
| Richard Friend, Jr. | Samuel K. Friend | Joseph Cain |
| Henry Merchant | Michael T. Dodd | Ebenezer Hodgkins |
| Theodore Stanwood | Franklin Friend | Robert Patten |
| E. W. Merchant, Cl'k | Christopher Lufkin | Israel Friend |
| Edward Staten | Josiah O. Friend | Edward Hill |
| James Merchant | Winthrop Adams | Wm. Parkhurst, Jr. |
| Eleazer Grover, Jr. | Beniah Titcomb | Samuel Thomas |
| John Woodbury, Jr. | Samuel Elwell | Samuel Wonson, Jr. |
| Lewis Millet | Nathaniel Webster | Jonathan Douglass |
| George Friend | Samuel W. Brown | Simeon Burnham |
| Joseph Fears, Jr. | Francis W. Mess | |

Bought in the eighteenth century, this old engine no doubt did valiant service in those days, and for nearly fifty years was seen upon our streets, when the alarm for fire called her to active duty. But in 1831 we find her, according to the records, refusing to do duty after she had assisted in extinguishing a fire at the store of Richard Friend.

We next learn of this old machine in Annisquam, located near the Universalist meeting-house, in a building constructed by Oliver Sargent. The foreman was James B. Saville and the clerk James Davis, our venerable Judge.

When the new engine house was built, Gustavus Griffin bought the old house of the town and sold it to Addison Butler, who lived in it for thirteen years, when it was sold to John Daggett, its present owner and occupant, for one hundred dollars in paper money. The house was moved from its location near the Universalist church, to a spot nearly opposite the present engine-house on Washington street, where at present the famous old "Bunker Hill" is located.

As far as we have been able to learn, the old engine was at one time located in East Gloucester, and after battling with the fire fiend for years, and nobly doing its part, it was sent to the poor-house, where in time its wheels were put upon, and did duty on, a hay-rack, and its body cremated to dust.

This, so far as we have been able to learn, is the beginning and

end of Gloucester's first fire engine. Not many persons, perhaps, now living, can remember this old machine, but those who do can but have pleasant recollections of her good qualities and staying powers for the period in which she served the town.

As with the Volant, so with her twin companion, the Cataract. No records have yet been found to show the doings of those who had charge of her, and not until the Defiance Company records were obtained could we trace her history.

In 1831, after the Volant had refused duty at the fire in Friend's store, the Cataract was put in the building previously occupied by her companion, to take her place, and the same company which manned the brakes of No. One took charge of No. Two, so far as can be learned from the records.

Like her companion, the old Cataract also served the town in a faithful manner during a period of fifty or more years. After doing duty for this Company a number of years, we find her located as above mentioned and then sent to to East Gloucester, and located in a building situated on East Main street, on the town's land at Clay Cove, near the head of the lane that now leads to George Dennis' wharf. Thomas Kenton was the first foreman of the tub, and Deacon George Parsons was the first clerk. The old Cataract probably remained in ward one until supplanted by one of the most powerful suction engines the town of Gloucester ever owned, of the kind.

Although nothing appears on the records, it is well known that a company of boys had charge of the Cataract for some years, and she was at one time located on Middle street in a small building opposite the old Town House, now the Forbes school house. We fancy that we can now hear our good friend, Edward Lloyd, when the bells pealed forth their startling sound for fire, crying, "Fire! fire! fire! get out the Cataract!" And the author knows from personal experience, having been a member of the company, that the older firemen had to work hard to beat this smart little tub.

When the Lanesville engine was bought from Jeffers & Co., the

old Cataract went in part payment for the new tub, and the fire laddies lost a good friend. Whether she is doing good service in some other town we do not know; if she is, the committee having charge of the matter should see to it that she has an invitation to visit the scenes of her first triumphs on this the 250th anniversary of the incorporation of Gloucester as a town, an event which the firemen of our city intend celebrating in a manner never before attempted by the department, and could the old Cataract be seen in the procession, what reminiscences would spring up, and with what eclat the old tub would be welcomed by the boys!

Not much can be gleaned from the public records concerning Engine No. 3, commonly known as the Extinguisher.

As far as I have been able to trace its history it was bought by the Town in 1816, and in 1842 we find the old tub taking the place of Engine No. 2, in new quarters, probably on Prospect street, as is indicated by the following extract from the records of the Defiance Engine Company:

"We met at our house, but not until we had searched some time for it. I had found to my great surprise that engine house and all were gone, where I could not tell, when to my great surprise, after looking to the right and to the left, to the north and to the south, as far as I could see, my eye happened to fall upon an object about 100 rods to the eastward, something met my astonished gaze which proved after examining said object to be the house of Engine No. 2. But upon examining the engine I found that by some means or other that our number two that was, was changed, and what a change! for the brass mountings and long brakes and the mahogany that it was adorned with gave the whole house such a magnificent appearance that I could hardly believe but I was in the land of necromancy, and our house had changed its place, and our engine changed to one of such superior style. However, we made the most of our surprise and called the roll and were dismissed."

In 1845 the old tub was supplanted by the new and powerful



"OLD NELL," OF ENGINE 3.

hand engine "Torrent," and in 1847 we find engines two and three without companies. Messrs. Samuel Jones and George Friend, of the Board of Engineers, were appointed to provide companies for said engines, and I am inclined to the opinion that as a result of their labors the gentlemen whose names are attached to the "Constitution of the Extinguisher Company," adopted in 1847, were organized as one of said companies, viz. :

| | | |
|---------------------|--------------------|---------------------|
| George Lane, Capt. | John Stimpson | Bennett Griffin |
| Wm. Cook, 1st Ass't | Edward Lloyd | William Pool |
| John P. Procter, 2d | John Lloyd | David Allen, Jr |
| Lonson D. Nash, Clk | Asa T. Riggs | William A. Stannard |
| Stephen P. Saville | Dudley P. Saunders | Philip C. S. Day |
| Henry P. Davis | William A. Elwell | George S. Nickerson |
| John Procter, Jr | Joseph O. Procter | George W. Floyd |
| Fitz E. Oakes | Edward E. Smothers | James H. Seavy |
| William P. Ellery | Charles McArthur | Josiah Mayo, Jr |
| David H. Ellery | George Brown, Jr | Alexander Holmes |
| Jacob Fisher | Isaac W. Parsons | James D. Allen |
| | Hugh McDonald | |

In 1852 George Lane and others petitioned to see if the town would purchase a new engine for the company having charge of No. 3, to be located in the harbor, but the citizens at that time must have thought that the old Extinguisher was still in its prime, for they voted to indefinitely postpone the subject. I am firmly of the opinion that at this time the Extinguisher was located in the house on Church street with the Hydraulion; certainly at one time it was so located, as the following shows :

1853. An article appeared in the warrant "to see if the town would appropriate the sum of one thousand dollars for the purchase of a new fire engine to be located at the engine house in Church street, in place of No. 3, and to be manned by the company attached to No. 3."

The outcome of the above article gave to the town the Mechanic, mention of which will be made later on.

It was also voted at this meeting that the old Extinguisher be

located "over the Cut." This vote was probably not carried into effect, for in 1855 William P. Cressy and others petitioned "to see if the town would purchase or build a suitable building to keep the Extinguisher, No. 3 engine in, to be located at the Cut."

Again the citizens of the town went back on the old machine, or else must have thought its services more needed in the harbor, for they voted not to grant the prayer of the petitioners.

The next we hear of the Extinguisher is from the following item taken from the Engineers' Record under date of Sept. 7, 1859:

"The regular meeting of the board of engineers was held and voted that engine No. 3, Extinguisher, be repaired and given to a company of boys." Who the lads were that manned the brakes and did service on the old machine, no record has been found to tell. We presume, however, that they gave satisfaction and performed all the arduous duties of firemen in an acceptable manner.

1859. The engine is in good order. A company of young men, their ages varying from 15 to 18 years, applied for and were granted the privilege of running her in case of an alarm of fire. I have no doubt, should we be so unfortunate as to have another severe conflagration, that this Engine will be of much service.—*Chief Engineer's Report.*

We next hear from the old tub in 1861, when the company of boys having her in charge asked permission, which was granted, to put a flagstaff upon the building in which she was located, thus showing their loyalty to the old flag and what it symbolizes in the hour of our country's peril. The engine house which it was thus determined to decorate with the flag of our union was probably the one opposite the old Town Hall, now the Forbes School House.

1862. Luther D. Pettingell and others petitioned "to see if the town would purchase a new engine to be placed in charge of the young men now belonging to Engine No. 3," but again disappointment fell to the lot of "the boys," as the citizens voted not to grant the request.

The next record we find relating to this engine is in 1862, when

we learn from the Auditing Committee's report that Col. John Clark was paid for hauling the old machine to the fire at "James' House."

True to her name we find her in the great fire of 1864, taking an active part in fighting that conflagration, stationed on Middle street, near Judith Atkins' house. We cannot call to mind any one who belonged to the old No. 3 at this time, but so far as we have been able to learn, the engine was hauled to the scene of the fire by a company of men who worked her for all she was worth.

We have also learned that at one time the Extinguisher was located in Park street Engine House, and that our present Chief Engineer of the department, Charles S. Marchant, was a member of the company having charge of her, and Joseph W. Swift was Foreman. The veteran fireman, Chester Marr, was also at one time connected with this engine.

This disposes of one of the best engines the town owned at the time of the great fire in 1830. As to what became of her after the great fire of 1864, not a word or line is left to tell, whether sold, exchanged or given away. We can, however, conjecture, that the final disposition of this tub was after the great fire of 1864, when by an entire change in the Fire Department, the old tub probably went the way of the "Cataract" and was sold or exchanged in part payment for the new apparatus, in accordance with the following vote of the town:

1864. Voted, that the Selectmen be empowered to sell such fire engines, houses and lands connected with the same as in their judgment will not be required by the town for further use.

Here we dismiss the old Extinguisher, feeling assured that she did her part well in fighting fires up to the time when we lose sight of her in 1864, and no doubt many are living to-day who could speak words of praise in her behalf, and we are sorry that we have been unable to get more of her record.

We may appropriately conclude the history of the Extinguisher

by the following certificate of membership, the original of which is in the possession of the writer :

GLOUCESTER

Fire [CUT] ***Department.***

ENGINE No. 3.

THIS MAY CERTIFY, *That EDWARD LLOYD is a Member of Engine No. 3, and is entitled to all the privileges and exemptions of Enginemen, for and during one year, unless this certificate is sooner revoked.*

Gloucester, April 23, 1838.

ALPHONSO MASON, *Engineer.*

J. MANSFIELD, JR., *Secretary.*

In closing the records of these three old tubs, we have only to say, that each no doubt had its friends, as each piece of apparatus in the Department to-day has its friends, and the good qualities of each were discussed in many out of the way places after they had performed their duty at fires. And if the records of these old tubs could be obtained, we feel assured that what they contained would fill a volume with praise for the part each bore in fighting a common enemy.

It should be remembered that none of the engines referred to in this chapter were suction engines, but had to be filled with buckets to be of any service.

In 1829 the inhabitants of that part of the town known as Sandy Bay, realizing the necessity of suitable apparatus to protect their homes and property from fire, formed an independent company and purchased an engine which they named "Independence," and located on the beach opposite the "Burial Ground," in what is now Rockport. Although no records have been found concerning this engine or the doings of the company attached to it, we know that the persons having it in charge were duly appointed by the Selectmen as firemen, and their names will be found on page 25.

Later the town, probably realizing the fact that Sandy Bay needed better protection from fires than it could obtain from an independent company over which it had no control, at a Town Meeting held Dec. 11, 1830, appropriated the sum of four hundred dollars to build and finish an engine house, two stories high, 18x20, and located near the wharves on what is now Dock Square, opposite the Cotton Mill in Rockport, and provided that said house should be similar to the one authorized to be built on Church street for the Hydraulion. To pay for the same, the town voted to borrow money on its note. It was about this time that the hand engine Enterprise was purchased and located in the house already described, and when the division of Gloucester took place in 1840, and Rockport went away from the parent town, the Enterprise went to Rockport in the settlement between the two towns.

The first company to take charge of the Enterprise, No. 6, appointed February 25, 1831, was as follows :

| | |
|--------------------------|-----------------------------------|
| Richard Choate, Foreman | Nehemiah Knowlton, Jr., Assistant |
| Abraham Goldsmith, Clerk | Samuel Pool |
| Luis Lane | Charles Pool, 4th |
| Joseph Davis | James Hooper |
| Prentice Choate | Levi Sanborn, Jr |
| Frederick Oakes | John Preston |
| Horatio N. Huston | Lot Keen |
| | Benj. Tarr, Jr |
| | Caleb S. Choate |
| | David B. Knights |
| | Ebenezer Rowe |
| | Eben Gott, Jr |

VIII.

HISTORY OF THE DEPARTMENT FROM 1830 TO 1845—PURCHASE AND HISTORY OF THE HYDRAULION.

BEFORE proceeding to give the list of fires, subsequent to the great fire of 1830, let us take a brief review of what might probably be regarded as the outcome of that conflagration, bearing in mind that although in a previous chapter we have virtually disposed of the Volant, Cataract, Extinguisher and Enterprise, they still formed a portion of the Department, and did active duty at fires from 1830 to 1864, one at least being engaged in the great fire of the latter year.

After the great fire of 1830 the town realized the fact that it must put its department on a broader and more substantial basis, and give to it better auxiliaries.

At a town meeting held in the Town Grammar School House, Sept. 27, 1830, the sum of fifteen hundred dollars was appropriated to purchase a hydraulic engine and apparatus; and at a meeting held Nov. 8, 1830, five hundred and fifty dollars was appropriated for the purchase of land and the building of an engine house.

The engine purchased under the authority of this vote was the Hydraulion, No. 4, the first suction engine the town ever owned, and the engine house was located on Church street.

The first company appointed to the care of Engine No. 4 was appointed by virtue of the Statutes of 1785, Chap. 72; 1805, Chap. 82, and 1827, Chap. 110, and were as follows:

| | | |
|----------------------|------------------|------------------|
| Benj. K. Hough | Eben H. Redding | William Stevens |
| Samel Kimball | Timothy W. Brown | Alfred Mansfield |
| Francis A. Hutchings | Rufus Leighton | Wm. E. P. Rogers |
| James W. Dexter | Samuel Stevens | Wm. Parsons, Jr |
| Nath'l Kimball | | Robert M. Todd |

Jan. 14, 1831, the following additional persons were appointed to the care of this engine :

| | | |
|------------------|------------------|--------------------|
| Wm. P. Davis | James Davis | Gamalaiel Marchant |
| John P. Ober | Wm. Allen | Wm. Ellery |
| Moses Nowell | Solomon Stanwood | Joshua S. Sanborn |
| Jacob Smith | Addison Gilbert | Wm. W. Merrill |
| John J. Babson | George H. Rogers | Edward Trask |
| Gorham Burnham | David White | George W. Pearce |
| Frederick G. Low | | Levi Andrews |

The Hydraulion was built in Boston by Stephen Thayer in 1830; diameter of cylinders, 7 inches; stroke of piston, 12 inches; and was supplied with 27 feet suction hose, 500 feet leading hose, 2 hose carriages, 1 iron bar, 4 buckets, 6 shovels, 1 lantern, and 2 axes.

The town appropriated the sum of \$1500 for the purchase of said engine, hose and apparatus. The above sum the town voted to borrow on its note, and that it be repaid by annual instalments of ten per cent.

The organization of the Hydraulion Engine Company occurred, according to the Company records, on the fifteenth day of October, A. D. 1830, and the first company, whose names have already been given, was approbated at this time by Wm. Stevens, Wm. Ferson, George D. Hale, three Selectmen of the Town of Gloucester.

The Company met at the store of Moses Nowell on Front street, Oct. 22, 1830, and selected officers. Samuel Kimball was chosen Captain, Wm. F. Davis and John P. Ober, Assistants; Moses Nowell, Hose Master and John J. Babson, Clerk.

The following extract from the Constitution of the Company, adopted at this time, will prove of interest :

Art. 12. In case of an alarm of fire it shall be the duty of each member to proceed directly to the engine house, and (if the engine be gone) from thence to the place of fire, or in pursuit of the engine. When he shall have found the engine it shall be his duty to assist in working it and remain by it until the fire shall be extinguished and the engine returned to the house, unless excused by the captain or commanding officer.

The rules and regulations of the company were adopted October 26, 1830, and the first regular meeting was held at the store of Moses Nowell, November 2, 1830, at which time, as the record shows, the company had neither engine house or engine. The records further show that the engine was taken from the house and worked for the first time November 22, 1830, so that the Hydraulion must have arrived in town between these dates. Its first service, November 22, 1830, was at a fire on Washington street, where it gave perfect satisfaction.

In 1831, May 14, by order of the Chief Engineer, the several engine companies with the hook and ladder company assembled at meeting house¹ yard for exercise.

The following is a list of the several foremen and clerks of the Hydraulion during its thirty-four years of active service :

FOREMEN.

- 1830—1832—Samuel Kimball.
- 1833—1835—William Fuller Davis.
- 1836—Moses Nowell.
- 1837—Joshua S. Sanborn.
- 1838—William Fuller Davis.
- 1839—1841—Jacob Tuck.
- 1842—1846—Samuel R. Cook.
- 1847—John S. E. Rogers.

¹ Probably the First Parish church on Middle street.

1848—1855—Isaac Story.

1856—Azor H. Tuck.¹

CLERKS.

1830—1832—John J. Watson.

1833—Charles P. Presson.

1834—Charles P. Presson and Samuel E. Sawyer.

1835—William P. Dolliver.

1836—John J. Babson.

1837—William Babson, Jr.

1838—1839—George W. Plumer.

1840—T. Sewall Lancaster.¹

Thus for fifteen years, the Hydraulion with Engines Nos. 1, 2 and 3, attended all the fires which occurred in the town, and the assignment of these several engines by the engineers were as follows, namely :

At an alarm of fire in the out parishes or neighboring towns, the following engines shall be detached to their assistance : At Sandy Bay, Nos. 2 and 3 ; at West Parish and Annisquam, Nos. 1 and 3 ; No. 4 to be kept in the harbor.

The following extracts from the Company Records give the leading items of interest in connection with the history of the Hydraulion :

1832—June 7, voted that the lock be taken from the engine house door and together with the keys be returned to the person of whom it was purchased, and that he shall be made suitable remuneration for the use of the same.

1847—Feb. 24, the company assembled at the engine house at 7 o'clock and took seats in the Mazeppa sleigh, and with a team of six horses, proceeded to Rockport ; at 10 o'clock sat down to a fine

¹ No record can be found of the officers and members of this company for subsequent years (1856-1864) except for 1861, when Joseph Warren Story was foreman ; Samuel Caswell, assistant foreman ; Nathaniel Pearce, foreman of suction hose, and Daniel S. Watson foreman of leading hose. T. Sewall Lancaster continued as clerk and treasurer, an office which he doubtless held from his first election in 1840, as long as the company had an existence, a period of twenty-four years.

supper prepared by Mr. Caleb Norwood; at 12 o'clock started for home, where we arrived at 1-4 past one.

1856—August 30, a fire occurred this afternoon in a barn on the corner of Washington and High streets. The engine was not worked in consequence of the engine house being repairing, the engine in one place, the hose carriage in another, and the hose in another.

Voted that when the engine is returned to the engine house, the clerk give notice of the same by posting up written notices.

In 1842 we find the company voting, "that the sum of ten dollars be presented to Gloucester Washingtonian Temperance Society and the like sum of ten dollars be presented to the Gloucester Female Charitable Temperance Society, to aid them in their efforts to promote the cause of temperance."

In 1849 the Company passed the following vote: "That the funds of the Company now on hand be invested or placed at interest, the interest to be appropriated to the benefit of any member who may be injured in the service of the Company." In 1852 this action was reconsidered.

In 1849 the Company voted to tender the use of their engine house to Miss Elizabeth Stanwood for a private school, subject to the approbation of the Chief Engineer.

In 1853 the Company voted to accept an invitation to appear with their engine in the procession for the celebration of July Fourth, which acceptance was subsequently reconsidered and the invitation declined.

In 1854 the Company was asked to remove with their engine from their quarters on Church street, to the Gun House on Pleasant street, to allow Engine Company No. 1 to occupy the house, but this they refused to do.

Oct. 14, 1854, the Company took part in a parade of the Department, and a trial of the engines on Washington street. A collation was served at the Town Hall, where speeches and songs served to make the time pass pleasantly to all. A company from Chelsea and No. 6 from Annisquam were also present.

In 1855 the Company sent Captain Isaac Story to attend a firemen's muster at Springfield, and in October of the same year the Company was invited by the Torrent boys to go with them on an excursion to Rockport, which invitation was declined with thanks.

In 1856 the Company appeared in a parade and trial of the Department, standing in the trial of engines third on the list. At this trial Gloucester No. 6 won a silver trumpet for the best playing.

The record of this Company closes with the great fire of 1864, when their engine was caught between the flames on Steele's wharf and was either burned up or tumbled into the dock. Thus the career of the Hydraulion ended, at her post of duty.

The companies attached to the engine must have been socially good fellows, for their records testify to numerous sleigh rides, turkey suppers, etc., etc., where sociability and good fellowship reigned supreme.



IX.

LIST OF FIRES, 1830 TO 1864.

NOVEMBER 22, 1830, fire on Washington street, Hydraulion present.

November 23, tar barrels burning at the Cut, Hydraulion present.

1831. April 31, fire at the old rope-walk, near the canal. The Hydraulion was placed on the edge of the canal wharf and water led to No. 2 engine near the fire. It was the property of the canal corporation, and being unoccupied, it is supposed to have been the work of an incendiary. It is probable that the Volant was present at this fire.

August 23, fire at Richard Friend's carpenter shop on Spring street. The Hydraulion was first taken up the hill near the fire, but was afterwards placed on Trask's wharf, and from there supplied Engine No. 2 placed near the fire. At this fire the engine Volant gave out. By order of the Engineers, the company took charge of engine No. 2.

September 29, burning of a chimney at head of the harbor; Hydraulion and Cataract were present.

1833. March 28, an alarm of fire caused by the combustion of a kettle of tar in George Steele's sail-loft, extinguished without damage.

July 15, an alarm of fire between four and five o'clock proved to be the house occupied by Mr. Burpee on the road leading to West Parish, having taken fire on the roof. The Hydraulion company,

with their wonted vigilance, proceeded as far as the new road at the Cut, where they were informed that the fire was "put out."

November 1, burning of a chimney on Sea street. The Hydraulion was taken out.

1834. February 22, an alarm of fire was caused by the ringing of the bells at Sandy Bay. The Hydraulion company proceeded with the engine as far as the house of Israel Trask, Esq., on Spring street, when information was received from Sandy Bay that there was no fire there and that the bells were ringing in honor of the day, February 22.

March 23, a building on Front street owned by Mr. Gorham Burnham and improved by him as a chaise house was discovered to be on fire. The Hydraulion was present.

April 1, George Barrett's house on Western avenue on fire. Extinguished with little damage. The Hydraulion was taken out.

October 28, an alarm of fire was occasioned by a bonfire at 'Squam. The Hydraulion was taken out.

October 29, an alarm of fire in the evening proved to be a vessel at 'Squam, having taken fire from the funnel. The Hydraulion company with their usual alacrity and perseverance in performing the duties of firemen, proceeded with the engine as far as the Town Parish, when information was received that the fire had been extinguished.

1835. October 7, an alarm of fire at four o'clock in the morning proved to be the Telegraph (newspaper) office on fire. It was extinguished before the engine got ready to go out.

The Gloucester Artillery Company to the number of forty-two having assembled at the Gun-house Oct. 7, at three o'clock A. M., to go to Salem, the record says:

"The cry of fire saluted our ears. We were then dismissed to the fire, and found it to be the Telegraph (newspaper) office. It was extinguished by the company without much damage. Had it not been for the timely assistance of the Gloucester Artillery Company there must have been an extensive conflagration."

1836. March 22, an alarm was given at two o'clock in the afternoon and the work-house was found to be on fire; not much damage was done. Hydraulion present.

1837. May 13, Saturday morning about six o'clock an alarm of fire was given, which proved to be the bushes burning in a garden near William Sayward's house on Eastern Point. Cataract and Hydraulion engines were present.

November 2, a chimney on fire on High street. Hydraulion and Cataract engines were taken out, but the fire was extinguished before they reached there.

November 28, fire at Greenleaf's house at Eastern Point. Cataract and Hydraulion engines present.

1838. June 4, about ten o'clock in the evening, a fire was discovered in a house on the Fort. Engine No. 2 (Cataract) was present.

October 20, on Saturday night, a barn at the head of the harbor, owned by Mr. Lufkin, was destroyed by fire. The Hydraulion was present and the company were employed about three hours in leading water from the sea to other engines. The Cataract was also present; both engines remained until morning.

December 28, a barn belonging to Mr. Joseph Shepherd on Park street was destroyed by fire. The Hydraulion and Cataract were both present, but were not used as the building (containing hay) was nearly consumed before the alarm was given.

1839. January 26, an alarm of fire was given about half past seven in the evening, which proceeded from a burning chimney on Prospect street. The Hydraulion was taken out but did not reach the spot.

1840. March 12, at three o'clock in the afternoon, an alarm of fire was given, caused by a kettle of linseed oil taking fire on J. Mansfield & Sons' wharf. Cataract and Hydraulion were present.

1841. May 9, Sunday, fire in woods at Fresh Water Cove. Easily extinguished.

December 4, Gloucester Stage Company's office, fire discovered

at 4 A. M. ; played one-half hour on building from engine which was stationed at Town Landing, and fire was extinguished with but little damage. Hydraulion was used.

1843. On Monday forenoon last, some new made hay lying in the yard of Mr. Sam'l Friend, Jr., on Church street, was discovered to be on fire, but was extinguished by neighbors without giving an alarm. Little damage done. Cause, spontaneous combustion.

Is there an engine company in this part of the town? Our citizens should look to this matter ere it is too late.—*Gloucester Telegraph*, July 26.

1845. March 20, at 12 o'clock P. M., Wm. P. Dolliver's store, occupied by Mr. Nelson as a grocery store, was nearly destroyed by fire, owing to scarcity of water. No. 4, stationed at Vincent's Spring, played through the whole length of hose, up hill, upon the fire, emptying the spring three times; building totally destroyed. Hydraulion and Defiance both present and a most extensive conflagration was avoided.

April 11, house of Israel Trask and Mary Haskell on Prospect street, near Methodist church, completely destroyed; No. 4 stationed at two or three different places, was crippled by breaking one the clappers off the air-chambers and forcing it into the cylinder. By the efforts of the firemen, the house of Mr. Tarr, which was separated by a passage of only two or three feet, was saved from destruction. Time, 1.30 A. M.

October 21, an alarm of fire was given at half past 11 o'clock A. M., that proved to be in the house of Elias Day, at the Town Parish. Hydraulion stationed at the pond and supplied engines No. 2 and 3 with water, until fire was extinguished. The fire was confined to the upper part of the house, which was badly injured, as the fire was well under way before the engine reached there, it being a distance of nearly two miles to the fire.

1846. January 5, between 11 and 12 P. M., a fire was discovered in shop occupied by Mrs. Mary E. Tarr, extinguished by No. 2, No. 4 being stationed at Porter's well to be used in case of need. Damage trifling.

February 6, school house at the head of the harbor was discovered to be on fire. Damage trifling.

September 24, at 12 o'clock P. M., the house of Mr. Lamb, on High street, occupied by himself and the family of James Ellery.

October 29, at 11 o'clock P. M., barn of S. W. Brown entirely consumed.

December 14, 12 o'clock P. M., house of Mr. L. Norwood at Eastern Point entirely consumed, together with furniture and groceries.

1847. July 14, vessel on flats near Beach wharf; extinguished with but small damage.

October 19, slight fire at fish house of J. J. Procter.

October 29, slight fire in barn near Mr. Curtis' house.

1848. January 8, at 8 o'clock P. M., the new house of Joseph B. Burnham took fire; extinguished the fire with comparatively little damage.

May 1, Hydraulion taken out as far as Pleasant street; was not needed.

1849. April 13, 12 o'clock, noon, schooner Brilliant, at Riggs' wharf; little damage.

1850. June 11, fire at house of Isaac Hodgkins, Town Parish; little damage.

1851. April 9, fire in a house belonging to Mr. G. H. Rogers at Fort Point, extinguished with but little damage.

December 6, between 8 and 9 P. M., building occupied by Moses Tarr on wharf of George H. Rogers, Sea street; very little damage.

December 12, bushes burning near Gustavus Babson's, at Town Parish.

1852. February 28, David Patten's shop; extinguished without much damage.

July, the Defiance called out by an alarm of fire at Christopher Labb's; extinguished without much damage.

October, store of Josiah Herrick, Front street.

1853. March 15, 5.30 A. M., Frederick Norwood's house at Gardner's Brook entirely consumed before assistance could reach the spot.

April. House of Joshua Bridges on Addison street, very little damage done.

May 24, A. M., house of Aaron Day, on Front street, considerable damage done, but fire overcome in about two hours.

June 15, fire in Mr. Munsey's barn, put out without doing much damage.

June 15, the Hydraulion was called about 2 o'clock P. M., to a fire in a building near Washington street, owned by James McIntosh, burned down, engine worked from a well near Mrs. Center's.

June 17, 9.30 A. M., house of James McIntosh, Hydraulion worked from brook on Washington street.

August 14, 1 P. M., fire at West Gloucester.

September 10, an alarm of fire near the Cut bridge.

October 6, P. M., Joseph Trask's house, occupied by Philip Goldthwaite, situated on Prospect street; not much damage.

November 30, 10 o'clock P. M., store occupied by Messrs. Tufts & Burns, clothing and jewelry; building destroyed, also house owned by Mrs. Procter, damaged badly. Engines worked about two and one-half hours before putting fire out.

1854. March 2, the Defiance called out by an alarm of fire which proved to be in Rockport.

March 29, 1.30 P. M., house of Wm. Boynton, Dog Town road, Town Parish; house nearly destroyed.

July 9, 11 P. M., Abram Sawyer's building, Central wharf, occupied by Samuel Jones and George Steele; buildings badly damaged; insured. Steele's loss, \$1000; loss of individuals in sails, \$3000, no insurance; Grover & Steele, \$300; James Pattillo, \$400; C. E. & E. Grover, \$200; John Woodbury & Son, \$300; Moses Tarr, \$300; E. Sayward & Co., \$80; George Garland, \$200; S. W. Brown, \$100; C. Parkhurst, \$100; John Fears, Jr., Rockport, \$75.

July 14, 1 A. M., barber shop of John Kemp, at the Spring; damage about \$50.

1855. September 15, A. M., building belonging to the E. R. R. Co., near the depot, entirely destroyed.

1856. January 27, 12.30 A. M., the largest and most disastrous fire that had occurred for years broke out in a shed in yard of Union House; engines stationed on Mansfield's wharf; stable belonging to the Union House with a number of horses and carriages destroyed. The store occupied by Josiah Herrick and the dwelling house attached partially burned; also the ell of Gloucester House; a very cold night. Whole amount of damage, \$8,600. Thomas Raymond, of Engine No. 1, cut his foot with an axe; Defiance No. 5 and Hydraulion both present.

May 2, fire in the forecastle of sch. Traverse about 2.30 A. M., put out before arrival of engines.

August 30, 7 o'clock P. M., barn on Washington street, corner High.

December 13, 12.30 A. M., a stable on Middle street, owned by John Clark and occupied by James Clark, and a stable belonging to Sidney Mason, of the Gloucester House, occupied by George W. Floyd, burned; the house owned by John W. Lowe and occupied by Lonson Nash, badly injured. Engine first ordered to the beach; on account of heavy sea running, could not work; then ordered to Town Landing; then to Mill street, opposite Sam'l Gilbert's house; engine found to be badly out of order, caused by sand and rocks from the beach. Clark lost horses, sawing machine, &c., \$800; Floyd, \$200; Lowe's house, \$800; Lonson Nash, \$500; Mason, \$1,500.

1857. January 6, 11 P. M., barn occupied by Joseph C. Trask, near the Ocean House; a very cold night.

February 21, 1 A. M., house occupied by Hugh Parkhurst as dwelling and store. House of E. W. Merchant was damaged.

April 4, between 6 and 7 A. M., printing office of the Gloucester

Telegraph and News, corner of Smith's wharf and Front street. Andrew Elwell had his tailoring establishment and clothing store under the office.

1857. September 14, 7.15 P. M., house of Eben D. Elwell, Washington street, occupied by himself and another family. Fire broke out in the attic and a small child sleeping in the attic was suffocated.

October, house at the railroad crossing, Bridge street, caught from sparks from the engine; damage, \$300.

1858. February 5, 2 A. M., large barn at Harbor Swamp, owned by Gorham Burnham, destroyed with all its contents; loss, \$1,500. Sparks from this fire flew over and caught the barn of George Steele on Prospect street, as well as several other buildings.

February 12, about 11 P. M., the barn of Thomas Niles, and other small buildings at Eastern Point were totally destroyed with all their contents, consisting of hay, horses, oxen, pigs, &c.; loss about \$5000. A very cold night.

March 19, house of Samuel W. Rogers, near the town pump; little damage.

June 24, house on Central Wharf belonging to Epes Porter; little damage.

October 14, 7 A. M., alarm of fire at the Town house; extinguished before engine got there.

October 14, 6 P. M., a bed in cabin of sch. Express, at Charles Parkhurst's, caught fire, no damage.

November 8, 6.30 P. M., a barn belonging to Clough estate on High street, full of hay belonging to Chas. Boynton; barn and hay totally destroyed.

1859. April 19, slight fire at beer shop near depot, owned by James McDonald; extinguished without engine.

May 29, 12.30 A. M., steam works connected with Parker Burnham & Brothers' Marine Railways; the entire buildings were consumed, also the machinery and lumber. As the tide was low, the fire proved a destructive one. Loss, \$12,000.

September 2, 9.30 A. M., house of Dan'l S. Webber, Fresh Water Cove, destroyed with all the furniture, supposed to be the work of an incendiary.

October 29, 9.45 P. M., gas explosion in a house owned and occupied by William Flint. Mr. and Mrs. Flint injured badly; damage about \$500.

December 28, 7.30, No. 5 called out by alarm, not needed and returned.

1860. January 1, 12.30 A. M., house of Mr. Gerring, Eastern Point, destroyed; the night was so cold the engine froze up and would not work.

January 15, 12.30 A. M., cooper's shop situated near the blacksmith shop of Haskell & Richardson, destroyed; damage, \$150.

February 16, 6.25 A. M., schooner Banner, at Parrott's wharf; No. 4 delayed on account of frost; No. 1 could not get water at all. The Relief Engine extinguished the fire; loss, \$200.

March 26, 9.30 P. M., an alarm of fire from the direction of West Parish.

May 17, 1.30 A. M., stables of Moses H. Shaw, Commercial street; three buildings destroyed, one occupied by the Rockport Stage Co., the other two by Mr. Shaw; loss about \$1200.

July 19, alarm caused by the burning of tar barrels.

1861. January 20, 8.30 A. M., steam bakery, Duncan street, cause, burning coffee, damage very slight.

May 20, 10.40 P. M., tar barrels at wharf of Wm. H. Friend, Vincent Point, evidently set on fire in order to get the department out, which was accomplished.

July 26, 5.30 A. M., schooner David Brown, Jr., at Parrott's wharf; damage about \$100.

August 1, 1 A. M., store of Joseph O. Procter, on Commercial street; the night was very dark and rain fell in torrents. Fire set in a tar barrel under the stairs. Tide was out; damage, \$850. Three men were arrested on suspicion of setting the fire and cutting the hose, but the evidence was not sufficient to convict them.

August 8, 3.45 A. M., store of Joseph O. Procter, Commercial street, again set on fire, by placing combustibles under the north-west corner of the building. Some difficulty in obtaining water; all the department on hand, but as soon as in working order some one cut the hose about a foot in length and about 100 feet from tub No. 4. He escaped detection; loss, \$2,200.

November 2, 9.30 A. M., house of Manuel Rogers near Gravel Hill; damage \$50.

November 18, 3.30 P. M., house of Gilbert Perkins on Mt. Vernon street, slight damage.

November 19, 5.30 P. M., a chimney in house at head of Church street; no damage.

1862. February 28, just before 1 A. M., the building near the Canal, belonging to Messrs. George and James Nickerson, originally a bowling alley, was found to be on fire. Mrs. Dunkinson, who first discovered the fire, barely escaped with her four young children. A Mrs. Low in same building saved only one trunk of clothing. Building and contents destroyed. The fire occurred during a snow storm and the roads were badly blocked with snow, but the engines were promptly on hand.

April 3, house of George James, near the railroad depot, West Gloucester; total loss, \$600. Cause unknown, but it being Fast night, it was thought some boys set it, thinking it would be a good opportunity to have a bonfire.

June 4, 7.30 P. M., boy fell overboard, the excitement called out the whole department.

June 30, 11 A. M., sch. Laurena, lying at Fort Wharf, had her forecastle about burned out; damage \$500.

August 22, 10 P. M., store occupied by James Fields as a grocery store, corner of Park and Pleasant streets.

October 2, A. M., house owned by Mrs. Edw. H. Kenney and occupied by two families; entirely destroyed with contents, and two persons burned to death; the house, only two feet distant,

owned and occupied by Edward Burnham, was saved by the active exertions of the firemen.

December 7, 4 A. M., the house of Mr. Howard Woodbury, corner School and Columbia streets, occupied by four families; building about destroyed, inmates lost nearly everything. Snow on ground, but the firemen did great credit to themselves; defect in chimney was the cause.

December 25, 12 o'clock M., house of Peter Sinclair on Duncan street; fire caused by children playing with matches.

1863. February 2, noon, shop of Ignatius Winter, Parrott's wharf; the roofing took fire from the stove funnel, but was discovered in season to prevent a general alarm.

February 23, 5 P. M., house of Benj. Cross, Granite street.

February 26, P. M., house of Theodore Parsons, on School street.

March 29, 1.40 A. M., building on lane leading to Smith's wharf, owned by Mrs. Burnham and occupied by Mrs. Johnson as a boarding house, entirely consumed. The occupants lost nearly all they had. A stable belonging to Chas. Boynton was destroyed, also one belonging to Epes Porter; loss in all about \$2000.

April 2, 9.30 P. M., schooner Raven at East Gloucester; loss trifling.

April 11, 3 A. M., burning of cable at Oak Grove Cemetery, used by workmen in blasting out rocks.

May 28, 9.45 P. M., shop owned by Elias Marshall; loss \$75.


August 18, 6 o'clock, house belonging to estate of Arthur Caswell, and occupied by Mrs. McDonald as a boarding house; damage about \$100. Fire caused by children playing with matches.

September 12, 12 M., house owned by John Davis, Rocky Neck, damage about \$50.

December 24, 8.45 P. M., dwelling house on Pond street, owned and occupied by Mr. Solomon N. Bray; the fire caused by a defective stove pipe. Total loss.

X.

THE TORRENT AND DEFIANCE HAND ENGINES.

HE original organization of what is now known as the Defiance company, occurred January 15, 1831, at the store of Brown, Woodbury & Co., to take charge of Engine No. 1, the Volant. Their house was situated in a field belonging to Samuel W. Brown, on the site of the present residence of Mr. Elisha Brown. The company also met by adjournment at the private school house, District Three, to hear report of Committee on rules and regulations.

On the 23d day of August, 1831, Richard Friend's shop was discovered to be on fire, and the old Volant did its work nobly until the fire was extinguished, when it refused further duty, and the company was ordered to take charge of Engine No. 2, the Cataract, which was done with a general good feeling on the part of the company. The company also held meetings at George Friend's store, District No. 3.

July 4th, 1842, found the boys (as we find them now) celebrating the greatest event in our country's history, the national independence of the States, the Extinguisher having then been substituted for the Cataract, Addison Merchant being captain and Charles E. Grover clerk of the company.

In 1845 Edward Lesley of Newburyport sold to the town a suction engine with fixtures for \$827, and in 1860 Hunneman & Co. of Boston put in an entire new set of 5 5-8 cylinder castings; stroke of piston 16 inches. This engine was the Torrent, and was

the best engine the town owned at that time. When delivered to the town, previous to December 9, 1845, it was placed in the Gun House at the head of Pleasant street, as is shown by the following letter from the Board of Engineers:

GLoucester, Dec. 9, 1845.

S. BURNHAM,¹ *Sir*:—At a meeting of the Engineers of the Gloucester Fire Department last evening it was unanimously voted that the petition of citizens at which your name stands at the head, constitute a company for Engine No. 5. You will immediately organize and make choice of officers for said engine, now deposited in Gun House of the Artillery, at which place she is to remain till arrangements can be made for her future location.

Respectfully yours,

(Signed.)

WM. F. DAVIS, C. Engineer.

Dec. 10, 1845. Agreeable to the above, Engine Company No. 5 met at the sail-loft of George Friend and organized by choice of Edward Staten, captain, and Thomas S. Kenton, assistant.

May 11, 1846, the company removed the engine from the Gun House to its new quarters on Prospect street, and in June, 1846, began holding its meetings there.

In 1860, the company disbanded, and the new company took the place of the old, of which William Bickford was foreman and Edward Staten, clerk, and an alarm bell was placed upon the house at a cost of \$125.

Feb. 8, 1860, at a meeting of the engineers, notice was received that on the first day of May, 1860, Torrent engine company would disband, and it was voted to accept the same, and proceed to consult the Selectmen as to the feasibility of repairing Engine No. 5. It was reported on the evening of May 11, 1860, that Mr. Hunne- man would repair the Torrent by putting in new works, 5 5-8 cyl- inders, and loan the town an engine during the time occupied in making said repairs, and it was voted to repair No. 5 at a cost of two hundred and twenty dollars.

¹ Clerk of the company.



LUTHER D. PETTINGELL, EX-CHIEF ENGINEER.

On the 7th day of April, 1860, applications of the formation of two companies were received by the engineers to take charge of No. 5, and the Board voted to accept the one headed by the name of William Bickford, and that said company take charge of No. 5 on the first day of May next, which they did, the engine having been repaired and tried, giving good satisfaction at the trial.

At a special meeting of Torrent Company, No. 5, held May 3, 1861, it was voted to serve the town as enginemmen without pay, provided the Engineers, Selectmen, School Committee and Overseers of the Poor would do the same.

In 1864, after a long service as clerk of Torrent No. 5, Edward Staten resigned, and John Pew was elected to fill the vacancy.

In 1865 the following petition was presented to the Board of Engineers, namely: "We, the undersigned, citizens of Gloucester, are desirous of forming an independent company for Engine No. 5, provided we may be granted the use of said engine, and said engine to be kept in good repair by the town of Gloucester, and we furthermore pledge ourselves to act under the jurisdiction of the engineers at any and all times, and to serve without compensation from the town." (Signed.)

JOHN H. MERCHANT and 51 others.

In April, 1866, the style of the Company was changed and was known as the "Torrent Independent Fire Association,"¹ and adopted Constitution and By-Laws for the government of the same.

The town in 1871 having under consideration the purchase of a new fire engine to be stationed at the Head of the Harbor in place of the Torrent No. 5, voted, that the sum of \$3000 be appropriated to purchase a Hand Engine, now occupied by Torrent No. 5, and that it be done under the direction of the Engineers.

¹ This was done under the authority of the Board of Engineers, as the following from the Chief Engineer's Report (1866) shows:

"About two months since a Volunteer Company of sixty men applied for Engine No. 5, then lying still, for the purpose of fire and to serve without pay. This was granted them."

The outcome of this vote was the purchase of an engine far superior to any yet owned by the town.

The name for the new engine being under consideration, it was finally agreed to call the new tub the "Defiance." The other names mentioned in the record upon which the company voted, were as follows: "Eureka," "Fire King," "Dauntless," "Cascade," "Matchless," "Yipper." The motto selected by the company was "*Semper Viva.*"

The record of the Defiance is one of which any company might well feel proud, and her reputation and work at all the fires in which she took part was second to none of the hand engines of that day. She is now located at Annisquam, ready at any time when called upon to do her part in the extinguishment of fires. The Defiance was built by Hunneman & Co., of Boston, and cost when new \$2,200, and was delivered to the town August 22, 1871, and at the first trial at the Procter street reservoir playing through 250 feet of hose up Church street, a stream of 175 feet horizontal and a perpendicular one estimated from 5 to 8 feet over the vane of the Universalist church. The men who manned the brakes of this engine no doubt recall many trophies won by her on many a well contested field, of which we may speak further.

After the purchase of the Defiance, Stephen Dodd and others petitioned for the location of the Torrent and a sufficient quantity of hose on Rocky Neck, but at the May meeting of 1872 the petition was indefinitely postponed.

The Torrent was finally disposed of in 1875 to Hunneman & Co., of Boston, for \$78, and we have since learned that Messrs. Hunneman & Co. sold her to the town of Eastport, Me., where she did active duty until sold, as the following clipping from the Eastport Sentinel will explain:

"The sale of the Fire Engine Torrent for \$125 has subjected the Selectmen to some criticism. We are most decidedly of the opinion that the sale even at that low price, was wise. The Selectmen of Lubec advertised for a Fire Engine, and if our citizens were

to see the replies received by them, they would not find fault with the price for which the Torrent was sold."

[I have also been informed by some of the older firemen that she was burned up at Eastport while fighting the element which destroyed her.]

1875. Engine Co. No. 5 were granted permission to go to Lynnfield with their tub to participate in the firemen's muster.

1876. The Co. and engine visited Provincetown and was absent two days. They had a grand reception and a royal good time as such firemen know how to have and appreciate.

In 1882 the Board of Engineers proposed a reorganization of the Fire Department, in which it was proposed to remove Defiance engine from its quarters on Prospect street, and in its place put the steamer Cape Ann. Remonstrances were made to this, and it was not until the year 1883 that the old hand-tubs bid good-bye to the pleasant relations each had sustained with members of the department in the East Ward, and gave way for the more modern steam fire engine.

July 1, 1883. The Defiance Engine Company was reorganized by the removal of the Hand Tub and placing the steamer Cape Ann and a Hook and Ladder Truck in its place, and diminishing the company, discharging some twenty of the members. The Defiance went to Annisquam and took the place of the Deluge, as previously mentioned, and steam took the place of muscle in that part of the town which had seen all classes of engines, from the bucket tubs "Volant," "Cataract," "Extinguisher," to the more powerful suction engines, "Torrent" and "Defiance," located there and manned by men in that section, known as the East Ward.

XI.

ORGANIZATION OF THE DEPARTMENT AT EAST GLOUCESTER.

THE original organization of a fire company in East Gloucester was about the year 1832, when the Cataract, No. 2, was given in charge of a company as before mentioned.

The engine was located in a house on East Main street at the corner of the way now leading to George Dennis & Sons' wharf. I learn from Aaron J. Sawyer, who claims the honor of being the oldest fireman in this city, if not in the State, that in 1849 the old Cataract was still located in the same place and that Thomas Kenton was then foreman. I am also indebted to Mr. Sawyer for names of the foremens and clerks as mentioned on page 77.

After a period of twenty years the town voted to purchase a new engine for East Gloucester, and the result of this action was to give to this section of the town the Gloucester No. 6. This engine was constructed by Hunneman & Co. of Boston for \$1032, and was considered at the time to be the most powerful suction engine built; diameter of cylinder, 6 5-8 inches, and stroke of piston, 15 inches. On the arrival of the engine, she was located in what is known as Patch's barn, until the house erected by Timothy Favor at Clay Cove was completed; this house was erected on the same spot where the old house stood, the old house being moved off and converted into a dwelling house, and is now owned by Daniel Martin. The first foreman was Thomas Kenton and Deacon George Parsons was the first clerk. After remaining in the above quarters for twenty years, the town voted in 1872 to build a new engine house

for No. 6, and purchased land of Charles H. Wonson on Mt. Pleasant avenue for \$600, to which place the engine was removed, and the old house sold to Joseph Parsons who still owns it. The new house was built by Orlando Garland in 1873, and cost \$3855.

The author has not been able to obtain the records of the companies who had charge of the old Cataract and the Gloucester in the East Ward, but enough has been said of the Cataract for the reader to be acquainted with her, and enough is known of the Gloucester and the men who ran with her, to know that they were brave and fearless in action, ever ready to respond to the fire bells, and when in action prompt to do their duty. And when in friendly contests the captain mounted his favorite tub, and gave word to "down brakes" and "hit 'er up lively," it was a pretty sure thing that the rest of the department were not in it.

In 1885 the Gloucester was sold to Hockberger & Co. for the sum of \$50 and an old hose carriage thrown in. In the great fire of 1864 she did her duty nobly with credit to herself and men who worked the brakes.

The following persons served as foremen of the No. 6:


James Davis, Proctor Perkins, Charles Wonson, Frederick Ger-ring, George P. Douglass, Frederick G. Wonson, Aaron Sawyer, George A. Harvey, Lewis Rowe, William T. Cooper, Hiram Averill, Lewis Rowe, Jr., Joseph Marsh, Charles Story, Jr., John T. Russell, Edward Ingersoll, Henry Spates.

The following is a list of the clerks:

Fitz O. Harvey, Joseph Parsons, Lee Pomeroy, D. I. Robinson, Wm. Wonson, Addison Wonson, Nathan M. Jackman, Daniel Douglass, William H. Cook.

XII.

MECHANIC AND BUNKER HILL ENGINES.

S some of the engines belonging to the town were considered old enough to take a needed rest, and age had rendered them about useless, the town in 1854 voted to purchase a new engine to be taken charge of by those who were with the Extinguisher, and the result of the vote was that another of Hunne-
man & Co.'s engines was purchased for \$897.75, and named the "Mechanic."

1858. The company having charge of Mechanic engine disbanded, and a new company took their place.

This engine was considered one of the crack tubs of the town, and the companies whose pet she was, were a wide-awake set of boys, always ready for a good time, (as the firemen are) and on hand when called to duty.

It was the intention on the arrival of this engine to locate her in the house on Church street with the Hydraulion, but the Hydraulion boys refused to let her in, and like others of her predecessors, she found a resting place at the old Gun-house, where she was located for a short time, and afterwards the author is of the opinion that she went to the Church street house, until a house was built for her on Washington street. The land on which the house stood was purchased from Joseph Stacy for \$200, and the house cost \$600, and was constructed by Edward C. Hoyt in 1854, so that wherever she may have gone on her arrival she did not remain long.

To show how the board of engineers practised economy in those

days, at a meeting of the board held June 27, 1854, voted, "to deduct from the specifications for engine house one coat of paint, the lathing and plastering in the first story, and E. C. Hoyt contracted to do the job for six hundred dollars."

Sept. 7, 1854, the house for Mechanic Engine, No. 1, was accepted from the contractor, and the engineers voted, "that the Chief purchase suitable furniture for the same at an expense not to exceed fifty dollars."

The first foreman was Joseph O. Procter, and the first clerk was Cyrus Story.

In the great fire of 1864 William Jones was foreman, and the writer was a member of the company, and when the alarm sounded on the morning of Feb. 18, 1864, this engine was among the first to arrive at the scene of action, and was stationed on Porter's wharf, where from early morn until late in the afternoon of that eventful day she did valiant service in staying the progress of the fire westward.

This ended the career of the Mechanic in Gloucester, she being carried to Surinam, where she was disposed of. I am informed by Cyrus Story that at one time the Mechanic was located in the barn of Procter Brothers on Centre street.

The people, however, were not willing to acknowledge that the days of the hand-tubs were past, and petition after petition was presented to the town for the purchase of an engine to take the place of the Mechanic, and in 1867 the town purchased the "Bunker Hill," and located her in the engine house on Washington street.

In 1868 a lease of a small piece of land belonging to Wm. Reed on Washington street was taken for the purpose of building an annex to the Bunker Hill engine house, and in the same year an annex was built to the house to accommodate the hose carriage, and attach the same to the engine.

The Bunker Hill was built by Hunneman & Co. for the city of Charlestown, Mass., in 1835, and she was known in Charlestown

as the Bunker Hill, No. 2, from which city the town of Gloucester purchased her for the sum of \$750, including hose carriage.

The fire laddies of Charlestown took great pride in this engine, bearing the name of "Bunker Hill," and have watched with a keen interest her career among us; many a time have the Charlestown boys visited our town to assist in carrying the stream of their favorite to the front in the friendly contests for supremacy among our firemen, and many a time have they requested that the old tub might be permitted to visit the scenes of her first victories and appear in their parades.

1870, permission was granted the company to take their engine to Charlestown for parade on June 17.

The Bunker Hill was and is to-day a good engine, and it was nip and tuck between her and the crack engines of the day. The boys who handled her were proud of the machine, and occasionally we hear from an enthusiastic ex-fireman who ran with her to fires, and who helped to win for her victories, tell of her good qualities, her great power, and how nobly she did when the alarm of fire summoned her to duty; and when the stream from old Bunker's pipe got in its work, fire did not stand much show.

June 6, 1882, the Bunker Hill was transferred to Bay View, and located in the house formerly used by Steamer No. 3, named Bay View, where she remains to-day, manned by the sturdy sons of the north side of the Cape.

We leave the hand engines here for awhile, and shall probably mention them again in the doings of the Board of Engineers.

XIII.

THE GREAT FIRE OF 1864.

THE most disastrous fire that ever took place on the Cape broke out on the morning of Feb. 18, 1864, at 4 o'clock.

The fire was first discovered in Sawyer Block, and is supposed to have caught in the store occupied by Andrew Elwell, Jr., as a tailor shop. At the time of its discovery the mercury stood at 6 degrees below zero. The fire department were promptly on hand, but owing to the high wind and extreme cold their efforts were of little avail.

The engineers at once dispatched men to Rockport, Annisquam, Lanesville and Salem for assistance, and at an early hour in the morning, engines from the first three places were on hand. At 9 A. M., a steam fire engine from Salem arrived on the spot, and was located at the School street reservoir, where she did excellent work in arresting the progress of the flames.

The fire had then extended to the eastward as far as the house of James Mansfield, on the southerly side, and to the house of the late Leonard J. Presson on the northerly side; to the westward it had gone as far as the store occupied by Mr. Wm. West, which was then in flames.

The arrival of the steamer was most opportune, and by her aid the fire was stopped at the house of Cyrus Story, senior, and at about 11 o'clock the hand engines and citizens had succeeded in stopping

it at its eastern extremity at the house above mentioned, belonging to the Presson estate. The list of buildings and losses below given is taken from the Gloucester Telegraph of Feb. 20, and is as correct as can be obtained :

FRONT STREET—SOUTHERLY SIDE.

The three-story building known as the Sawyer Block, in which the fire commenced, was the property of John S. Webber and Mrs. Harriet S. Dennison; their loss is estimated at \$11,500. The building was occupied (on first floor) by D. D. & A. Geyer, druggists; stock partly saved in a damaged state; loss, \$4000. J. S. Rogers & Bro., confectioners, stock and fixtures, partly saved; loss, \$2000. Andrew Elwell, Jr., merchant tailor, stock wholly destroyed; loss, \$2500. The second story was occupied by B. H. Smith, lawyer; loss, \$1000. Alden Tullar, lawyer, books and papers destroyed. Henry Center, magnetic telegraph office and office of Town Clerk, stock saved; loss, \$50. Club room; loss trifling. Thomas Raymond, barber shop; loss, \$300. The third story was occupied by Thomas S. Hicks, billiard saloon; loss, \$2400. Kilby W. Elwell, artist; loss, \$1200.

Two-story building in rear of Sawyer Block, owned by Mrs. Harriet Webber, occupied by Aug. Wendall as a boarding house; Mrs. Webber's loss, \$2500; Wendall's, \$800.

Next below, the block and spar-maker's shop of Wm. Jones, a two-story building; loss, \$2000. The second story was occupied by Capt. Geo. Somes as a rigging-loft.

No. 108 Front street, a two-story building adjoining the block, owned by Wm. West and occupied by Mrs. Ann Herman; Mr. West's loss, \$800; Mrs. Herman's, \$600.

Two-story building numbered 110, 112, 114 and 116, the western half owned by John S. Webber and Mrs. Harriet Dennison; loss, \$1500. Eastern half owned by estate of Ephraim Brown; loss, \$1500. The building was occupied by George L. Ford in Nos. 112 and 114 as a boot and shoe store, saved about two-thirds of

stock. No. 110, Wm. H. Ware, dwelling house, furniture destroyed. No. 116, William Williams, dwelling house, furniture partly saved.

One-story building, No. 118, owned by estate of Ephraim Brown; loss, \$500. It was occupied by Dan'l T. Babson as a paint shop; loss of stock, \$1000.

Rear of 118, a two-story dwelling house belonging to same estate; loss, \$1000. Occupied by Mrs. Anderson, widow, and Mrs. Reuben Burns; lost furniture.

Next below, a two-story building, belonging to Messrs. Dan'l Gaffney and Wm. H. Steele. Occupied below by the former as a ship carpenter's shop, and in the second story by the latter as a sail-loft; loss \$1500.

Center's Block, a two-story building containing three stores with rooms above, owned by Capt. Wm. Center; loss, \$8000. Stores occupied by Alex. Pattillo, dry goods; loss, \$20,000. F. M. Ward, fancy goods and millinery, partially saved; loss, \$500; and F. M. Loring, stove and tinware dealer; loss, \$2000. The rooms over the stores of Mrs. Ward and F. M. Loring were occupied by Drs. J. S. and J. T. Folsom, surgeon dentists; loss, \$500.

Sanborn's Block, a large two-story building, containing four stores with offices above, owned by J. S. Sanborn. Stores occupied as follows: No. 128, by Wm. Handy, liquor store; loss, \$1000. Mr. H. N. Ruggles had about \$800 in stock in basement. No. 130, F. M. Loring, stove and tinware dealer; stock entirely destroyed. About \$200 worth of furniture stored in attic, the property of Mrs. Ann Story, was destroyed. F. M. Loring's loss, \$4000. Nos. 134 and 136, grocery and flour store of J. S. Johnson, Jr., stock partially saved; loss, \$1200. The rooms in second story were occupied by Chas. P. Thompson, lawyer, stock mostly saved; loss, \$500. Thos. Westerman, barber, stock mostly saved. The upper room was occupied as a billiard saloon.

No. 138, M. Rust, fish stand, loss trifling.

No. 140, two-story building, lower store occupied as a provision store by Sherman J. Carter. Upper story used by Chas. Procter as a furniture store, he also occupied building in rear; loss, \$1800.

Dwelling house in rear of No. 140 was occupied by Daniel Miles and John McDonald who lost most of their furniture.

No. 142, Hervey Friend, daguerrean, loss stock and building, \$550.

Dwelling house in rear of No. 142, occupied by Jacob Karcher and Joseph Wilson; loss, \$200 each.

Nos. 144 and 146, dwelling house and store, owned by William Williams and occupied by Peter Grant, liquor dealer; house valued \$2000.

Seven buildings in rear of No. 144, owned by John Somes; loss, \$6000.

Three-story building, Nos. 148, 150 and 152, owned by Lemuel and Joseph Friend; loss, \$4000. The stores Nos. 148 and 152 were occupied as liquor stores and eating saloons by James Marr and Miss Joanna Foley, who lost their stocks and about \$500 each. Room above occupied by Mrs. P. A. Gould as millinery rooms and residence, and J. R. Goddard, residence. Mrs. Gould's loss, \$1500; Goddard's, \$400.

It was then thought best to use powder, and the next house, No. 154, a three-story dwelling house owned and occupied by Capt. John Parsons, was the first blown up on this side of the street; loss, \$4000.

Nos. 158, 160 and 162, the property of Mr. Gorham Burnham, a three-story dwelling house with office in basement, occupied by owner, also a two-story stable and store-house in rear; loss, \$6000.

In rear of No. 160 the fishing establishment of Messrs. McKenzie & Hardy, comprising a two-story warehouse, a single story counting room, sheds, &c.; loss, \$3500.

East of this the fishing establishment of Messrs. Knapp & Co., a two-story building and contents burned.

No. 166, a one-story building belonging to Gorham Burnham and occupied as a shoemaker's shop by Harvey C. Pool.

No. 168, a two-story dwelling house owned and occupied by Samuel W. Rogers; loss, house and furniture, \$2000. Store in front occupied as office by Flint's Express, and Edward Burnham, collector of internal revenue; loss, \$100.

Dwelling house in rear owned and occupied by Wm. Sargent; loss, \$1000.

No. 170, two-story building owned by Leonard Burnham; loss, \$3000. Store occupied by Leonard A. Burnham as a grocery store, stock partly saved; loss, \$5000. The room above occupied by Tyrian Lodge of Free Masons, furniture, valued at \$700, partly saved.

Nos. 172 and 174, a two-story dwelling house and store owned by Capt. James Pool and occupied by him; loss, \$5000.

Store occupied by Monson L. Wetherell, druggist and apothecary, stock partly saved; loss, \$1000.

Three-story dwelling house on opposite corner of Front street, owned and occupied by Capt. F. G. Low, blown up by the fire department. Ruins afterward burned; loss, \$7500. This was the last building burned in this direction.

A stable in rear of Capt. Low's house also burned.

FRONT STREET—NORTHERLY SIDE.

No. 85, a two story building owned and occupied by John S. Tappan as a clothing store, was pulled down and destroyed by the fire department. Second story occupied as a cloak-room by John C. Calef. Building valued at \$3000; Mr. Tappan's loss of stock, \$2000.

Three-story building, Nos. 97 and 99, owned by Dr. Wm. H. Noyes, of Newburyport; occupied by Wm. West, confectioner.

Building Nos. 101, 103 and 105, owned by B. H. Corliss, comprising store occupied by himself as cordage dealer, Franklin Hall

and Athens Hall. Franklin Hall was occupied as an Armory by Co. G, 8th Mass.; the muskets and equipments saved. Athens Hall was unoccupied. Mr. Corliss saved a greater part of his stock. The loss estimated at \$3500.

Two-story building, Nos. 107 and 109, belonging to the heirs of Nathaniel Babson, and occupied as a paint shop by John L. Babson, Jr.; loss, \$1300. This was the first building powder was put into to blow up to arrest the fire, but without avail.

Two-story building, Nos. 111 and 113, owned and occupied by Eli F. Stacy, clothing dealer, stock partially saved. Second story occupied by Union Club, furniture nearly all destroyed; loss, \$130. The rooms in the rear of the club room were occupied by Henry E. Merchant, engaged in the manufacture of oil clothes; loss on stock and furniture, \$250.

Four-story building, Nos. 115, 117 and 119, belonging to R. A. Tibbets and occupied by him, with stores in basement; loss on building, \$5000; furniture partly saved. No. 115 (up stairs) occupied by Samuel A. Stacy, insurance agent, furniture lost; \$100 loss. No. 117, occupied by Mr. Tibbets as a jewelry store, stock of \$10,000 partially saved. No. 119, occupied by Chas. Gardner, merchant tailor, saved nearly his whole stock; loss, \$2000. Room over Mr. Gardner's store, occupied by Miss Judith Caswell, milliner, stock mostly saved.

Nos. 121 and 123, two-story building, owned and occupied by Procter Brothers, and comprising their stores in which was a large stock of stationery, fancy goods, room paper, a circulating library, etc., also the printing office of the Cape Ann Advertiser. The value of buildings and contents is estimated at \$20,000, a small portion of their stock saved.

Store in rear, on Centre street, occupied by R. R. Powers, building owned by Procter Bros.; loss, \$500.

Barn in rear owned by Procter Bros., burned. Hon. John J. Babson had about 200 copies of his history in Procter Bros. store; loss, \$400.

No. 125, one-story building, occupied as a shoemaker's shop, and belonging to estate of Joshua Dane, rented by George L. Ford.

No. 127, dwelling house occupied by Miss Lydia Dane and belonging to the estate of Joshua Dane; loss, \$2500.

Nos. 131, 133 and 135, Davis Block, owned by Capt. Solomon Davis; loss, \$5000. No. 131, occupied by George L. Chesbro, ready-made clothing and furnishing goods, a very large stock on hand, three-fourths saved. No. 135, occupied by S. H. Emanuel & Co., stock partially saved; loss, \$6000. The second story was occupied by Dr. A. W. Wallace, surgeon dentist, and by the Lyceum and Library Associations as a library room. Dr. W.'s stock and fixtures were destroyed; loss, \$1500. The library had about 3000 volumes in their room, some 300 of which were saved; loss, \$3000.

Three-story building, Nos. 137, 139 and 141, owned by Leonard Burnham; loss, \$4000. No. 137, with rooms above, occupied by Hadley & Wharf as an eating saloon; loss, \$1000. No. 141, occupied as a grocery store by Alphonso M. Burnham, stock partially saved; loss, \$3600.

Nos. 143 and 145, block of two dwelling houses, owned and occupied by J. S. Johnson, Jr., and D. Elwell Woodbury, each dwelling valued at \$4000. Johnson's insurance, \$2000; furniture partially saved.

Nos. 147 and 149, building belonging to estate of Benj. Ellery and Chas. Haskell and occupied by Mrs. John L. Griffin and Chas. Haskell as dwelling houses. Store No. 147, occupied as a furniture store by Benj. Ellery, whose loss was \$5000; Mrs. Haskell's, \$2500.

Nos. 151 and 153, stores and dwelling house belonging to Geo. H. Rogers; loss, \$3500. No. 151, two stores, occupied respectively by Geo. Garland as a produce store, and George Grier as a baker's shop; Mr. Garland's loss about \$200, and in his cellar were 275 barrels of flour belonging to Messrs. Southwell & Hovey of

Wisconsin; loss, \$2000. No. 153, occupied by John W. Haskell, dealer in boots and shoes, stock partially saved. The dwelling house was occupied by George Grier, furniture partly saved; in cellar under Haskell's store were 490 bushels of potatoes, valued at \$390, belonging to Israel Bartlett.

No. 155, flour store, owned and occupied by John Low, Jr. About 500 bbls. of flour were got out of this store but were burned before they could be removed; loss, \$9000.

The steam bakery in rear of No. 155, belonging to John Low, Jr., and occupied by George Grier, had most of the stock removed from the building but was consumed before it could be taken to a place of safety. Mr. Grier's loss in machinery, stock and furniture was \$1500; value of bakery and stable, \$3000.

Nos. 157 and 159, building occupied below by the Mutual Fishing Insurance Co., and in the second story by Bank of Cape Ann; the building was owned by the Bank, the money and papers were removed from the bank before the fire reached the building; loss, \$4500.

Nos. 167 and 169, three-story building, occupied by Dr. Samuel H. Worcester; the building belonged to estate of John Johnson; loss, \$2500. The stable in rear belonging to same estate was also consumed.

Two-story dwelling house in rear, owned by Capt. R. G. Stanwood, and occupied by Sherman J. Carter. House valued at \$1500; Mr. Carter lost \$400.

Building Nos. 173, 175 and 177, owned and occupied by Solomon Pool as a dwelling house in upper part, and by dry goods stores of Frederick Allen and George E. Darton. Mr. Pool's loss, \$7000; Allen's stock, \$5000, mostly removed, but more or less injured. Darton's stock partially saved; loss, \$1800.

The Custom House, being a fire-proof building, the flames did not cross the street.

PLEASANT STREET.

Two-story dwelling house of Dr. Joseph Garland was blown up, and afterwards consumed; loss, \$6000.

HANCOCK STREET.

Two buildings, owned by Benj. Ellery, Jr., and occupied as a cabinet manufactory and furniture store.

The two-story dwelling house of Capt. James W. Pattillo, furniture destroyed.

SEA STREET.

In rear of Sanborn's Block, a block of dwelling houses and stores, and in rear of these, two other buildings, all owned by Joshua S. Sanborn. Occupants of block: Philip Marr, dwelling house and liquor store; loss, \$1000. Daniel McPhec, dwelling house and liquor store; loss, \$1000.

The store in rear occupied by Henry Clancy, liquor store; loss, \$1000.

Store and counting-room of George Steele, Jr., fishing firm; loss about \$7000; wood, salt, etc.; on wharf saved.

Store and counting-room of Rust, Clark & Co., fishing firm, with fish stores in rear; loss, \$6500.

Shop adjoining, occupied by Luke Brophy, junk dealer, who also occupied a portion of the dwelling house, easterly side of Sea street; loss in furniture and stock, \$1500.

Dwelling house owned by Elbridge G. Friend, and occupied by Robert Rowe, Miss Hilton and Mrs. Copeland; occupants lost furniture.

Stable of Daniel H. Parsons.

On easterly side of Sea street, dwelling house occupied by Jonathan Parsons, furniture destroyed; loss, \$5000.

Bake house occupied by Daniel H. Parsons, machinery and stock lost; saved nothing but horses from stable on other side of street; loss, \$1000.

Next below the bake house was the dwelling house owned by Wm. Parsons, 2d, and occupied by Luke Brophy and James Wolf, most of the furniture lost.

Next below and east of this house was the fishing establishment of D. C. Babson & Co., two-story building; loss, \$6000.

DUNCAN STREET.

The dwelling house of Capt. Peter Sinclair with its furniture and a lot of fishing gear, was destroyed; loss, \$3500.

The building next below, belonging to Wm. P. Dolliver, occupied as a storehouse, and the building in the rear, owned by the same party, and occupied by Bennett & Reed as a stable and storehouse, were consumed, also the store in rear of H. C. Knapp & Co., belonging to same party. Mr. Dolliver's loss on buildings, \$2000; his loss of goods in store on Duncan street, \$6000. Loss of Bennett & Reed in hay, grain, etc., in barn, \$300.

Store and counting-room in rear of Duncan street, owned and occupied by H. C. Knapp & Co., fishing firm; loss, \$4000.

On the easterly side of the street the barber shop of Chas. M. Ingersoll, belonging to Capt. Low; loss, \$150.

LOSS OF MACKEREL.

Isaac Rich of Boston was the largest loser of mackerel, he having one thousand bbls. burned in store of D. C. Babson & Co.; loss, \$14,000. Capt. Edward Babson had 350 kits stored in the same place burned; loss, \$650. Josiah O. Friend lost heavily in mackerel stored with Clark & Rust and Hardy & McKenzie; loss, \$4500. Wm. E. Ansell, 50 bbls. of mackerel; loss, \$600. H. C. Knapp & Co., also lost between two and three hundred bbls. of mackerel stored on their wharf.

PARTIAL LOSSES.

The two-story dwelling house on Pleasant street belonging to the estate of Leonard J. Presson, and occupied by his family; the ell

was badly burned and main house somewhat damaged; loss on building, \$800.

The residence of Alex. Pattillo, on Hancock street, was saved from the fire by the exertion of citizens. The house was damaged to the amount of \$300.

The three-story dwelling house on Water street belonging to the estate of Wm. Parrott caught on roof and was injured to amount of \$150.

The dwelling house, Nos. 94, 96 and 98 Front street, owned by Benj. K. Hough of Boston, was considerably damaged and was in great danger of being destroyed; loss, \$600. The store in front was occupied by Wm. H. Ware, druggist, who removed most of his goods with considerable injury. Ignatius Winter and Stephen Dodd each occupied tenements in this building and removed a portion of their furniture.

The building, Nos. 88, 90 and 92 Front street, belonging to Ocean Lodge of Odd Fellows, was considerably injured by heat and had a narrow escape from destruction; damaged to the extent of \$550. Occupied by John C. Calef, dry goods dealer, most of whose stock was removed but badly damaged. The second story was occupied by the Lodge as a Lodge room and was fitted up in good style. Many of their goods were removed, as was also the property of Fraternity Lodge of Good Templars, and Wingaersheek Division, Sons of Temperance, who also occupy the rooms for their meetings.

The two-story building, No. 89 Front street, occupied by Cyrus Story, Jr., as a hardware store, and owned by Cyrus Story, was in danger; the goods of Mr. Story were removed with loss amounting to \$350. The building was slightly damaged.

Among other property destroyed were several valuable libraries. The Lyceum Library comprised about 3000 volumes, mostly of which were destroyed. About 400 volumes were rescued and a few were in circulation. The next building west, occupied by

Miss Lydia Dane, contained a library of 650 volumes, belonging to a Ladies' Society connected with the Congregational church, which were all destroyed, excepting a few in circulation. Messrs. Procter Brothers had a circulating library of 2000 volumes which were mostly destroyed. Messrs. B. H. Smith and C. P. Thompson lost valuable law libraries, and several other smaller collections were destroyed.

The number of stores, dwellings and buildings totally destroyed was 103. Among the places of business were three lawyers' offices, the only ones in town; two extensive bakeries, the only ones in town; two dental establishments, also the only ones in town; five fishing establishments, five dry goods stores, three clothing stores, three large groceries, two boot and shoe establishments, two custom tailor shops, and any number of liquor shops and drinking saloons.

DAMAGE TO VESSEL PROPERTY.

Sch. Gen. Scott, belonging to David Lewis, et al, of Chatham, lying at the wharf of D. C. Babson & Co., caught on fire but was saved from total destruction by the exertions of Messrs. H. Babson, Jr., and Isaac Tucker, who were hemmed in by the fire; loss about \$1500.

Sch. Success, belonging to Andrew J. Orne, was about half burned; loss, \$500.

The only accident worthy of narration happened to Mr. John J. Davis of this town, who was in the house of Capt. F. G. Low when the second charge of powder was put in, he not being aware that they were going to try it the second time. He was injured about the face but fortunately not seriously.

The ten o'clock train to Salem on the E. R. R. extended its trip to Gloucester, conveying free of charge persons disposed to assist in subduing the flames.

There were plenty of lookers on all ready to work, who did work, earnestly and cheerfully, both women and men. We should do in-

justice in closing this account, did we forget to acknowledge the invaluable aid of a squad of some sixty men from the fort at Eastern Point, under command of Lieut. Bragdon and Serg't Larry. Too much praise cannot be awarded them. We are sorry to add that many of our citizens were large losers from theft. Total loss over \$440,000.

In looking backward to this conflagration one can hardly realize that in so short a space of time the whole business center of the town was swept out of existence, and nearly a half million of dollars went up in smoke, leaving nothing but the blackened and charred remains of the buildings to tell the story.

After the smoke of this terrible visitation had passed away it was found that one building had withstood the ravages of this fire, the blacksmith shop occupied by Benjamin Marchant, near the foot of what was then known as Sea street. How it stood the onslaught of the flames on that day is a miracle.

This great conflagration did not in the least weaken the ardor and spirit of our citizens, and they began at once to clear away the debris and rebuild and improve their premises, so that what seemed at the time to be a great misfortune, proved to be a blessing in disguise. Front street was widened; better and more substantial buildings took the places of those which a few short weeks before occupied the street, and in looking to-day over the scene of the disaster we are impressed by the indomitable will and pluck shown by the citizens of the town in rising Phœnix-like from the ashes, and the same spirit I trust will characterize our people in all time to come, for all that Gloucester needs to make it one of the grandest cities in the world is a little public spirit described in the one word, push.

XIV.

THE ADVENT OF THE STEAM FIRE ENGINES.

PREVIOUS to the devastating fire of Feb. 18, 1864, the town must have considered itself secure from serious conflagrations, as earnest representations were made from time to time concerning the needs of the department to cope with fire when it should come in its worst form, but all these solicitations were passed by with the statements that there was not much danger because the town had a good department who had won victory after victory over their stubborn foe, and if the time should come when a serious fire threatened the town, they would be found equal to the emergency, and subdue it before it gained supremacy.

The town had an excellent and efficient fire department, but the fire of 1864 came, and its history is written. It found the town deficient in apparatus to cope with it, and the sequel was that building after building was swept away like chaff before the wind, thousands upon thousands of dollars worth of property burned up in a few short hours, families rendered homeless, business demoralized, and where but a few hours before the busy hum of voices were heard plying their daily vocations was now a black mass of smouldering ruins.

The stable door was locked after the horses had flown, for no sooner had the smoke of the fire cleared away than warrants were issued calling a meeting of the citizens to take action relative to

putting the department on a substantial foundation, and at a special meeting held March 7, 1864, it was voted, "that the Selectmen, the Chief Engineer of the fire department and Nathan Richardson, be a committee authorized and directed to contract for two steam fire engines of such capacity as they deem expedient and proper, one of which to be procured without delay, and the other within four months, to build an engine house, if necessary, and make all necessary arrangements that may be required for their location and their future use and employment."

\$11,000 was appropriated for the above purpose.

During the discussion upon the matter of steam fire engines, Wm. A. Pew, Esq., stated that he was authorized by Isaac Rich, Esq., of Boston, to say, that if the town would purchase one steam fire engine within six months (from the 24th ult.,) he (Mr. Rich) would contribute one hundred dollars toward it, and that if two were purchased within the time specified he would increase the sum to two hundred dollars, and a vote of thanks was tendered Mr. Rich for his liberal offer.

The engineers voted to purchase two steam fire engines, and a committee was appointed to immediately carry this order of the town into effect. As it would be some time before the steamers could be made ready for service, the engineers decided to repair No. 4, but on looking said engine over, she was found useless and was disposed of by the committee, as previously mentioned.

An engine was hired from Boston and arrived here March 9, 1864, and the town was to pay five dollars per week for the use of the same. The engineers recommended the placing of Engine No. 1 in the house of No. 4 (as soon as the steamer arrived,) which could be done by removing the bell from Engine No. 1, to keep the hand engine from Boston until the steamer arrived to be used, if occasion required, and then return her; to select thirteen men from companies Nos. 1 and 4 to take charge of the steamer as soon as said engine arrived in town, which vote was carried into effect as far as practicable.

The committee proceeded at once in the performance of their duty and the result was the purchase of the steamers Cape Ann and Magnolia. The Cape Ann was bought from A. S. Johnson of Portland, and cost \$3300, and the Magnolia was purchased from the same party at a cost of \$3,614.19. The engines were numbered respectively 1 and 2. Land was immediately purchased from Leonard A. Burnham on School street for \$950, and a house erected thereon in which to locate the two steamers, at a cost of over \$4000. As far as I have been able to learn, the house was constructed by the day.

Thus commenced a new era in the history of the fire department. Steam vs. muscle was to be the rule in fighting fires, and horse power vs. man power was oftentimes on trial as to which would first reach the scene of conflagration, and which stream would be first to stay its destructive powers, that of the hand-tub or of the steamer.

The steamer Cape Ann arrived in town April 27, 1864, and a trial of her powers took place the next day in presence of the Board of Engineers, Selectmen, Firemen and Citizens. The result was perfectly satisfactory, and she was accepted.

The steamer Magnolia arrived November 3, 1864, and a trial of her power took place on the afternoon of the same day between steamer No. 1 and the Magnolia, Mr. A. S. Johnson having charge of No. 2, and Nathan Richardson having charge of No. 1. The judges were perfectly satisfied with the work done by the Magnolia at this trial, and she was promptly accepted.

The Cape Ann was located in the Mechanic engine house on Washington street on her arrival, and until the new house was completed on School street. The Magnolia went to the house on School street upon her arrival.

The first regular meeting of the company having charge of steamer No. 1, Cape Ann, was held May 2, 1864, where, the record does not say, and on June 24, 1864, the company moved into their



THE TRUCK.

REGISTERED TRADE MARK

GLEASON
& BAILEY MFG CO., LIMITED
BUILDERS.

new house on School street. The first foreman of the engine was William Jones; Sidney Friend was first assistant foreman and Jeremiah Foster, Jr., was the first clerk.

On the fourteenth day of November, 1864, the company having charge of steamer No. 2, Magnolia, voted to invite the officers and members of steamer Cape Ann to confer with the members of this company with reference to forming an association, to consist of officers and members of both companies, and on the fifth day of December, 1864, the Steam Fire Association was organized.

The first foreman for Magnolia, No. 2, was William Bickford. The first assistant foreman was Edward L. Rowe, and the first clerk, Alfred Mansfield, Jr.

The first marriage which took place from among the members of the association was that of Charles S. Marchant, the present Chief, to Miss Eliza A. Smith, which occurred at Rockport Sunday evening, May 12, 1867, and was duly celebrated May 14 by the association.

On the twenty-fifth day of May, 1867, the second marriage occurred, the contracting parties being Loren Swift and Miss Emeline F. Thomas, and the event was duly noticed by the association on the evening of May 28 by a grand celebration.

On the twenty-ninth day of July, 1867, the summer residence of Eben Dale was discovered to be on fire, and the steamers proceeded to the place; an explosion of gas occurred in the cellar and the following persons belonging to the association were injured: Sherman J. Carter, William Somes, William H. Gardner, Stephen Rich, Moses Rust, Jr., and Francis Burnham.

On the thirtieth day of July, Moses Rust, Jr., died from the effects of the flames which he inhaled at the Dale fire.

September 11, 1867, the association presented Charles Prindall with a handsome ice pitcher, goblets and waiter for his attention to the disabled firemen, to which Mr. Prindall feelingly responded.

The annual muster of the department took place on the second

day of October, 1867, and a trial of the engines took place at Webster's Pond. (See Engineers' Record for result.)

In 1867 the association inaugurated a series of dramatic entertainments, entering into a contract with the Bidwell and Locke Co. to play engagements in the Town Hall.

On the twentieth day of January, 1868, the association passed the following vote, unanimously :

" That we present the Charitable Society with two hundred dollars out of the funds of the association; that the Treasurer be instructed to turn that amount over to them."

On the twenty-fifth day of September, 1868, the members of the association tendered their resignation to the Board of Engineers, and the old association ceased to exist and new companies took charge of the old machines. On the twenty-third day of December of the same year, the property of the old association was sold at public auction, after which the record says it was voted to adjourn.

From 1869 to 1874, the companies belonging to steamers No. 1 and 2, held separate meetings and separate organizations, but again in 1874 we find them merged together as one association, and up to the present time they still continue as such, with new apparatus and better facilities for fighting fires as well as everything which goes to make up the life of a fireman.

In 1879 both steam fire engines, the Cape Ann and Magnolia, were considered of no use to the department, and the sale of both was recommended, and it was also determined to use steamer No. 1 only in cases of extreme necessity. In this same year by order of the City Council the steamer Magnolia was sold to James Powers for the sum of two hundred and twenty-five dollars, and the Cape Ann remained in the department, where she did service until 1887 when she was sold to Nathan Richardson for one hundred dollars.

In 1883 the Cape Ann was in charge of the Defiance Engine Company and located in their house on Prospect street, and in 1884

we find her located in the engine house at East Gloucester and her name and number changed to Gloucester, No. 6.

Thus for more than twenty years did these two steam fire engines (being the direct outcome of the great fire of 1864) aided by the less powerful machines, (the hand-tubs) subdue fire after fire, handled as they were by men second to none, and whose skill and daring on many a well contested field won for them an honored name in many a home within our borders.



XV.

FIRES FROM 1864 TO 1874.



ARCH 26, 1864, dwelling house of A. J. Hall, Duncan street; damage slight.

April 15, bowling alley on Beach street, owned by John S. Hicks; probably incendiary.

April 18, barn of Watson Middleton on Addison street, extinguished without aid of department.

May 30, the burning of a bed caused an alarm.

July 23, house on Pearce's Island, 'Squam River, owned by Capt. Elias Day and James Thurston; a large portion of the furniture saved; the barn was on fire several times but was saved.

July 24, fires burning in Cove woods, threatening the residences of Sam'l E. Sawyer, Eben Dale and George O. Hovey; fire department did good service.

August 5, house of Oliver Younger, near Flat Rock on Washington street, attic and roof destroyed by fire and the rest of the house damaged by water; damage, \$500.

September 2, barn of Mr. Tucker, Riverdale, total loss; steamer No. 1's first experience.

October 2, a fire on School street, caught from chimney.

October 31, Robert Fears' house damaged to the extent of \$150.

November 5, fire was discovered near chimney at Miss Ann Phippen's store on Short street; damage trifling.

1865. May 27, ice house at Eastern Point, owned by Benj. Porter, totally destroyed; the first alarm of fire in seven months.

June 24, alarm caused by the burning of some lamp-black at J. O. Procter's shop on Beach street.

July 5, Joseph Shepherd's, corner Shepherd and Duncan streets, but little damage.

July 12, house of R. H. Merchant; loss about \$25.

July 14, Morrisc's paint shop, caused by upsetting of a can of oil, ignited from a match.

August 2, a few shavings burning at Burnham Bros. Railways, called out the department.

August 25, sch. Industry, lying in the harbor, off Burnham's Railways; she was towed on to Rocky Neck and burned to water's edge; incendiary.

September 1, a barn at Riverdale burned with contents; loss, \$230. Owned by Isaac Hodgkins.

September 2, alarm caused by burning of a load of hay on Washington street, near the Town Hall.

September 5, the striking of the town clock mistaken for the bell.

September 17, fire in woods at West Gloucester.

October 1 to 21, fires raged in the woods at the Cove, Magnolia and Eastern Point.

October 21, store of A. F. Harvey, totally destroyed, fire caused by the explosion of a barrel of kerosene oil while some one was filling a lamp from it; loss, \$3400.

1866. March 12, store occupied by R. B. Powers on Front street; stock of goods valued at \$1000, totally destroyed.

March 23, house of J. S. Rogers, on Prospect street, considerably damaged.

March 25, house on Mt. Vernon street, owned by Mrs. Foley, extinguished soon after being discovered.

May 31, barn of Augustus Burnham, with considerable hay, burned.

August 2, store occupied by James Allen as a clothing store, owned by Mrs. Nancy Clough; stock damaged badly by smoke and water.

November 16, small building on Burying Ground Lane, owned and used by Henry Martin as a soap factory and stable, destroyed; water supplied from the depot, a distance of 3000 ft.

1867. January 22, shop on Short street, owned by Mr. Pinkham and occupied as a shoe store.

January 30, partial alarm from the burning of a bed at house of John Dennis.

February 22, house of Eliphaz Dennison on Orchard street; engines not needed.

February 24, house of Isaac Patch, East Gloucester, occupied by Mr. Patch and Mr. Hayden; loss about \$7000; a portion of the furniture saved.

May 1, false alarm called out both engines.

July 5, explosion of a lamp in house on Pine street, damage very slight.

July 13, barn belonging to and adjoining the residence of John Low, Jr.; barn consumed and the house badly damaged.

July 29, old house, corner of Washington and High streets; department not needed.

July 29, residence of Eben Dale, at the Cove; there were three explosions of gas, but the damage was confined to the cellar, stairway and grounds, though one fireman was killed and eighteen persons seriously burned.

August 1, false alarm, caused by men torching herring in the harbor.

August 10, paint shop belonging to Edward E. Burnham & Co.

December 20, barn owned by Josiah Mayo, on Mansfield street, destroyed.

1868. January 15, alarm caused by the burning of a box in the old Stacy House on Central street.

January 15, store occupied by Calvin F. Hopkins, jeweler, stock considerably damaged. Messrs. Winn & Parker, brewers, located in basement, had stock damaged by water to amount of \$100.

February 15, alarm caused by the burning of some grease.

February 19, old oil house, near the copper paint factory, Rocky Neck. The fire ran very high and caused a dense smoke.

April 9, house of James J. Webber, on Water street; damage slight.

April 11, house at Duncan's Point, occupied by Mr. J. P. Wheeler; engines not needed.

April 21, burning bushes at Eastern Point caused an alarm.

July 2, small fire in an out-building or shed.

July 9, one-story building on Prospect street, owned by Samuel P. Fears and occupied by B. F. Herrick as a grocery and provision store; store and stock entirely consumed.

August 15, two saloons, owned by Casey & Chisholm, 29 and 31 Front street; buildings somewhat damaged.

September 30, fire at the Cove at house of Mr. Murphy; roof badly injured.

November 25, schooner lying at wharf of J. O. Procter, on Commercial street; damage slight.

December 11, the accidental burning of a bed at the Eagle House on Pearce street, caused an alarm.

1869. January 3, Porter's stable, Central street, contents burned.

January 21, fire on Friend street in a pile of boards.

May 16, at 5.30 A. M., the department was called out by smoke and flames issuing from the inside of the new Town Hall, which was burned to the ground. The engines played on the vaults that held the papers, etc. Between 7 and 8 o'clock fell to the ground.

July 3, fire caused by shavings in the boiler room at Burnham Bro.'s Railways.

August 15, alarm of fire from a house at Happy Valley.

August 16, fire in house of Capt. David Brown, Jr., on Friend street; considerable damage by both water and flames.

September 15, alarm at Howe's Block.

December 14, house of Bourne King, Friend street, only a box afire.

December 18, alarm occasioned by the burning of the contents of a clothes closet in house of Capt. James Simms on Beacon street.

December 21, about 4.30 P. M., the Baptist church on Pleasant street caught fire, from some unknown cause, starting in the steeple, and in two or three hours was burned to the ground. Total loss.

1870. April 16, cabin of schooner General Grant, at Pew's wharf, burned nearly out.

July 20, alarm from new dwelling house, owned by Mrs. Wass at head of Oak street.

July 27, ice houses of Nathaniel Webster and S. E. Williams at Cape Pond, totally destroyed.

September 18, Mrs. Stewart's house, East Gloucester; totally destroyed.

September 18, a large blaze and a good deal of smoke occasioned by the burning of brush at East Gloucester.

October 19, alarm caused by brush burning near Oak Grove Cemetery.

October 29, alarm from planing mill of Mr. Joseph B. Burnham on Pearce street; quickly put out.

November 3, alarm caused by the breaking of a kerosene lamp at F. B. Rust's residence on Prospect street.

1871. January 23, fire at the house of Alex. Nickerson on the Essex road; damage about \$500.

January 25, two fires this day, one the burning of some brooms in the loft at the store of Perkins Bros., near Jackson street; the other the burning of a bed in a tenement house on Park street.

February 17, slight fire at the house of Abram Babson on the Rockport road.

March 25, Edwin C. Hoyt's house on Elm street partially burned, family being away, goods destroyed to considerable amount. Mr. S. H. Emanuel, who occupied the other part, lost considerable on the shop back of the house; quite a piece was burned.

April 6, fire in the house of Mr. Orris G. Hall on Mt. Pleasant avenue. Mr. Hall's and another family who occupied the house lost most of their effects.

April 26, 12.45 A. M., fire at Manchester, is supposed to have originated in the bark store-house of John Knight, Jr., on Central street, near the Common; there were some 200 cords of bark stored there, wagons, sleds and farming implements, and the fire made rapid headway, communicating next to the house of Mr. Knight, occupied by the Carters, Mr. Carter being away, (as he was master workman on board U. S. Ship Susquehanna); Mrs. Carter was awakened by the crackling of flames, and escaped with but very little of her wearing apparel; the store-house and dwelling house entirely consumed; to the eastward the three-story mill of Rust & Marshall was entirely consumed; the cabinet manufactory, another three-story building, together with a stock of valuable machinery and fancy woods; a coal shed and a quantity of coal owned by Thomas Kitfield, were all consumed. Messengers were sent to Beverly, Gloucester and Essex for aid, and the Cape Ann with a force of men started immediately over the road, and the Good Will went later by the freight. The tide being high, there was no lack of water, and thus the Town House, near by the hotel block, the First Church and several dwelling houses were kept wet and saved from the flames. The cause of the fire is unknown, supposed to be incendiarism. The firemen received great credit for all they did to allay the flames.

May 28, at 3.30 A. M., an alarm came from the space between the buildings Nos. 137 and 139 Front street, belonging to Mr. Nath'l Webster, and Nos. 141, 143 and 145, belonging to Capt. Philip Babson; the fire was well underway before the alarm was struck,

and it took considerable water to drench it out as it was under the floors and plastering. Both buildings destroyed. Mr. Webster's loss was about \$4500, and Mr. Babson's over \$2000. Mr. Webster's building was wholly occupied by Mr. Chas. P. Barrett (excepting the front room on the second floor) as a clothing and tailoring establishment; his loss was very heavy. The front room on the second floor was occupied by M. C. F. Mallory as a barber's shop; saved but little. Mr. Babson's building was occupied in the western half by Mr. James Browne as a millinery store and dwelling; Mr. Browne's loss about \$3400. Another store in the building was occupied by Wm. Reed as a saloon; considerably damaged. Wm. H. Perrin occupied a portion of the second floor as a law office; he lost many books and papers.

Next to Mr. Webster's building was the Union Block. At one time smoke was seen issuing from the building, but the engines played directly upon it, and the fire was soon drowned out; western half owned by Mr. John S. Tappan; damage was trifling. Store No. 131 was occupied by Mr. R. C. Lawrence as a clothing and furnishing goods store; little damage. On the second floor was the Lyceum Library, but the books were all removed before the water or fire reached them. George M. Brown, tailor, occupied a room on the second floor and a work-room in the third story; loss about \$200.

Next east of Babson's building was the new building occupied by Dr. F. W. A. Bergengren as a druggist's store and dwelling house; damage very slight. Store No. 135 was occupied by Mr. Alex. Pattillo with dry goods, and two rooms above as a carpet and a work-room. The total loss by this fire was not far from \$31,000. The cause of the fire was not known, but there was evidence to show that it caught accidentally. The firemen were entitled to great credit for confining the fire within the limits that they did.

June 8, fire in fore-castle of a schooner lying in stream.

July 20, fire in two-story house on Central street, occupied as a

boarding house; the occupants saved only a part of their furniture; damage \$200.

October 1, fire in the millinery establishment of Mrs. Andrew J. Woodman, No. 64 Front street; badly damaged.

December 7, burning of a bed and other things in the house of Peter Smith on Jackson street.

December 7, one-story building on Duncan street belonging to Robert Fears, occupied by Francis DeWinter as a grocery, and Geo. W. Plumer as a produce store.

1872. January 28, fire in the attic of the house of Mr. James Clark, No. 6 Front street; house and furniture considerably damaged by water.

February 14, the upsetting of a lamp in the house of Jerome Smith, Taylor street, caused an alarm.

February 15, house at East Gloucester, occupied by Mr. Benj. Robinson, nearly destroyed with its contents; the inmates barely escaped.

February 27, two-story dwelling house on Willow street, belonging to Mr. Christian White. It was an extremely cold night, the hose was badly iced up, and some of the firemen's coats were covered with ice. The families of Mr. White and Mrs. Stanley, a widow with children, saved only a part of their effects.

April 29, fire in woods caused an alarm.

June 14, alarm caused by the burning of a bed-sack on board a fishing vessel.

June 14, alarm caused by a kerosene can exploding on board of a vessel in the harbor. The person who attempted to fill the lamp had his face and arms burned in a terrible manner.

September 4, a story and a half house, owned by Peter Grant on Park street, totally destroyed.

September 18, house of Wm. Stevens on Grove street, destroyed.

September 19, fire in a building on the Fort, belonging to James A. Stetson, and occupied by John O'Maley as a junk store.

November 11, slight fire in dwelling house of a Mr. King on Willow street.

December 4, alarm caused by the burning of the engine house on the water boat N. B. Gangloff.

December 24, building occupied by Pettingell & Cunningham at the Fort.

December 24, fire among some shavings in the store occupied by Henry Solomons, in Burnham's Block.

December 25, a false alarm.

December 26, while the streets were blocked with snow and the air filled with drifting snow flakes, there was an alarm occasioned by the burning of two chimneys at the Fort. The town team of four horses was put upon the small steamer which made lively time through the drifts in the direction whence the alarm proceeded, and the Bunker Hill boys took the old Torrent as far as the Atlantic House, their own engine being taken off service for repairs. The Defiance came along gallantly as far as Pleasant street; No. 6's men hauled their hose to Jackson street, and everything would have been in trim at short notice for fighting a fire, had one occurred. Not probable that the firemen will ever be called out when the difficulties of getting to a fire are greater than on that evening.

1873. January 10, fire on board of a vessel lying in the harbor.

January 13, fire at the net factory at West Gloucester, belonging to Thos. Hall & Co. Many of our people went to Beacon Hill to see the flames. The fire originated in the roof near the chimney, probably a defect in the latter, and was discovered early in the evening by the neighbors, who cut a hole through the ice of the mill-pond, but were unable to get at the flames. The air was full of sparks endangering the buildings in the vicinity. The steamer No. 1 with three of the town horses attached, made rapid headway toward West Gloucester, the Bunker Hill following, but the buildings were in ruins before they reached the scene. The buildings consumed were, the large net factory, dye house, stable and the old saw-mill; the machinery was very valuable; loss, \$20,000.

January 15, the house of Oliver Johnson on Taylor street, destroyed.

February 9, building at the corner of Cedar and Willow streets, owned by Timothy O'Shea; total loss.

February 12, alarm caused by the burning of some wood in the stove oven in a house on Perkins street. The Good Will hose carriage was overturned in the rush and several men injured.

February 28, blacksmith shop of Messrs. McCaleb & McCurdy at East Gloucester, and the cooper shop of Mr. Samuel R. Crane, adjoining, destroyed.

March 25, 2 A. M., fire in the building owned by Joseph B. Burnham on Pearce street, occupied in the lower part by Mr. Burnham as a planing mill, and in upper by D. Somes Watson as a carpenter's shop. The building was rendered useless; the firemen were entitled to great credit for keeping the fire in one place.

May 29, a slight fire in Carter's oil clothing factory, caused by the ignition of oil clothes in the drying room; loss on goods, \$700.

May 31, an alarm of fire in Duncan's Block, occasioned by a profusion of smoke from a new fire being made.

June 8, fire at Elm street church; slight damage.

June 22, second incendiary fire of the Elm street church among some rubbish in an unused closet.

June 27, fence near Sam'l Curtis' house, took fire from a bonfire in the yard.

July 4, slight fire in a building belonging to George Steele on Rogers street.

July 5, alarm occasioned by the burning of a bed in the house of John Brown on Central street.

July 9, slight fire in a house on Taylor street, occupied by James Morrow, caused by children playing with matches.

August 28, serious fire on Front street. It started in Dr. Bergengren's Block at 11.45 in the evening, and resulted in the destruction of four blocks, nine business houses and several business

offices. Shortly after 11.30 the night patrol scented the precursor of a great conflagration, near the corner of Front and Hancock streets. A search was first made near Hancock street, and the origin of the smoke was narrowed down to the Bergengren Block, where, finding the entry door on Front street open, affording ingress to the upper part of the building, the crowd traced the smoke to an unoccupied hall in the third story. Efforts were made to subdue the flames, but it had communicated to other parts of the building. The firemen found the fire raging and everyone felt that it was the work of an incendiary. The fire laddies were promptly on hand and worked with their usual vigor, but as the buildings were of wood from Hancock street to Procter's building, they were like a tinder-box. As the Procter building was of brick, the people thought it would serve to stop the fire, but just at the last minute, the reservoir in use at that end of the line gave out, and the seeking of a new supply occasioned a delay that proved to be fatal to this block. After the roof fell in the fire was confined within the four walls of this building.

There were many wooden buildings on the opposite side of Front street, but all were saved by the energy of the Gloucester Fire Department. The losses were substantially as follows: Bergengren Block, Nos. 143 to 149, three-stories, burned to the ground; loss, \$23,000. Store 149 was occupied by Dr. H. A. Harmon, druggist; loss, \$8000. The tenement over this was occupied by Dr. J. R. Smith as a residence and only a small part of his furniture was saved; loss, \$2500. No. 145, occupied by D. H. Lane, jeweler; loss, \$3000. Mrs. Carrie W. Cushing, dressmaker, occupied a room in the second story of this block and lost most of her stock, valued at \$350. Store No. 143 was occupied by S. H. Emanuel & Co., ladies' furnishing goods and millinery.

Webster Block, Nos. 137 to 141, built in 1871, after great fire; loss, \$4500. Store No. 137, with work-rooms on the second floor and hall above were occupied by Chas. P. Barrett, clothier; loss,

\$6000. Edward Bent occupied the room over this as a barber shop; loss, \$200.

Union Block, Nos. 125 to 135 Front street, was built after the fire of 1864 by Capts. Edw. Babson and Solomon H. Davis; Capt. Babson's part was purchased by John S. Tappan; valued at \$27,000, totally destroyed. Mr. Tappan occupied No. 125, with work-rooms above as a tailoring and clothing establishment; loss, \$5000. The store No. 129 was occupied by Messrs. E. P. Ring & Son, boot and shoe dealers; loss on stock, \$2000. Store No. 131, occupied by Mr. R. C. Lawrence, clothier; loss, \$3500. Store No. 135, with carpet and work-rooms above, was occupied by Alex. Pattillo, who succeeded in removing about one-half of his stock; loss, \$800. Mr. S. H. Shaw, upholsterer, occupied a room over Tappan's clothing store; loss, \$500. Mr. N. S. York, agent of Wheeler & Wilson Sewing Machine, had a room in this block; stock partly saved. The Orpheus Orchestra also had a room in Union Block; lost furniture, etc., and masquerade uniform. Mr. Henry F. Wight had music rooms in the third story of this block.

The Procter Block, Nos. 121 and 123, was a substantial brick block, and was seriously damaged. The printing office on the third floor was burned out, and the stationery, stock, etc., below, badly damaged by water; total loss, \$32,000. On the second floor, Mrs. A. Witham, hair goods, had rooms; loss, \$400. Dr. Geo. A. Lowe occupied dental rooms on second floor; loss, \$200.

The fronts of the Sanborn and Center Blocks on the opposite side of the street, were badly scorched, windows broken, and the goods badly damaged by smoke. The occupants of the Sanborn Block were Capt. David Plumer, grocer; loss, \$1000. Charles Procter, furniture; loss, \$400, and George Sanborn, tinsmith, \$200.

The Ellery Block, corner of Hancock street, was damaged about \$500, and the stable on the Dale estate was slightly scorched. Total loss, \$120,000.

September 26, lamp explosion on board vessel in stream.

October 3, fire in Peter Sinclair's Block, at the Eureka Dining Saloon, on Duncan street; the blazing fluid was thrown over Mr. Hector Sinclair, burning him very severely about the throat and breast.

October 26, a slight fire in the house of John Parsons, on Friend street.

December 26, an alarm was occasioned by a fire in the smoke-house at Pettingell & Cunningham's wharf at the fort; the fire made considerable show, but was soon extinguished; loss, \$500.



IN MEMORY

OF THE BRAVE FIREMEN OF GLOUCESTER WHO HAVE GIVEN UP THEIR LIVES
AT THE CALL OF DUTY.

Who yields his life in duty's quest,
In widest field of high emprise;
And nation's cry: "The dead is blessed;
Behold, for us in death he lies—"
For such the ages sound acclaim
In veneration of his name.

Yet, he who dies for duty's sake,
Where few, or none perchance may know,
No impress on the world may make
The grandeur of the deed to show,
Reaches a height as far sublime
As he who has the praise of time.

Our city mourns her heroes dead,
Who gave their lives to duty's call;
What nobler meed of praise be said
Than that they freely gave their all.
Their lives, their death, O, ardent heart,
The grandest lesson doth impart.

Their comrades, who, like them aspire
To noble deeds, when fiercest strife
Alone can stay the fiend of fire,
Know of each manly, valiant life;
Their memory more closely binds
The fellowship that heart entwines.

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XVI.

THE FIRE DEPARTMENT ON THE NORTH SIDE OF THE CAPE.



HAVING completed the list of fires up to the incorporation of the city, let us now take a glance at the means of dealing with fires at Annisquam and Lanesville before the merging of the firemen in the outlying districts with the fire department of the city proper.

In 1833 the town voted that a sum of money be allowed the 'Squam parish for the purpose of enabling the inhabitants to purchase an engine and erecting a house for the same, to be located near the meeting house, (probably the Universalist) the said sum aid in the same ratio with the taxes paid, and the cost of already purchased by the town for the Harbor and Sandy Bay; and from what we have been able to learn from old residents, the first organization of a fire company on the north side of the Cape occurred about 1833, when the old Volant, No. 1, was given in charge of a company at Annisquam, of which James B. Saville was foreman and our venerable Judge, James Davis, was clerk.

The engine house was located on Washington street near where the Bunker Hill engine house now stands. This house was sold and converted into a dwelling house and is now owned by John Daggett, and numbered 646 on Washington street.

The next engine on the north side of the Cape was the Deluge, bought in 1847 from Hunneman & Co., for seven hundred and fifty

dollars, and a house was built on land bought of Peter W. Griffin for forty-five dollars, situated on Leonard street, where the Deluge was located and manned by a volunteer company.

In 1884 the engine house was removed from its location on Leonard street to the Leonard school house land, and now fronts on Walnut street.

The old Defiance, which had done valiant service in the city proper, was transferred to this house, where she is to-day, true to the motto given her by the Defiance boys in 1871.

The land upon which the house previously stood was sold in 1887 to Clara L. Griffin. This house was built in 1847 by Moses H. Clough for three hundred and ten dollars.

In 1884 the Deluge, No. 6, went to Rocky Neck, and was stored with the Gloucester, No. 6, until 1885, when she was sold to John R. Smith for sixty-five dollars, and thus the Deluge Engine, which had done its part to deluge fires, went out of existence so far as Gloucester is concerned.

The next engine to be located on the north side of the Cape was bought from Jeffers & Co., of Pawtucket, R. I., for eight hundred dollars. She is a fifth class side-stroke Button machine and is a pretty smart little tub. In the purchase of this engine, the old Cataract, whose record we have already given, went to Jeffers & Co. for twenty dollars. The engine was located in a building built by Griffin, Saunders & Co., on Washington street, in the village of Lanesville, at a cost of three hundred and seventy dollars. She was named Lanesville, in honor of the village in which she was located.

These two engines comprised the entire department in the villages of Annisquam, Bay View and Lanesville, and were in no way connected with the department in the Harbor Parish until 1873, when they became a part of the whole, under one head and management.

Failing to get any records concerning these engines will account

for the brevity with which the subject is treated. One thing is known, however, that the men who ran with these machines were ever ready to respond when their services were needed and never shirked any duty imposed upon them as firemen.

1846. Voted, that \$1000 be appropriated for an engine in Annisquam, including all expenses. \$500 was also appropriated to paint houses, furnish hose, etc., for the department.

1848. Voted, that the town appropriate \$350 to build an engine house for engine No. 6.

1869. James S. Jewett and others petitioned to see if the town will annex Deluge engine, No. 6, to the fire department, and the matter was indefinitely postponed.

1871. A JACK KNIFE ALL AROUND.—Deluge Engine Company had forty dollars in its treasury, and how to invest it was a matter upon which they could not agree. At a recent meeting the matter was fully discussed, and but little unanimity of feeling manifested. Finally it was unanimously decided to use it for the purchase of forty good jack knives, one for each member. The vote was carried into effect, and whittling in that village has increased to an alarming extent. We doubt if the record of any engine company can exhibit a similar disposal of funds.—*Cape Ann Advertiser*.

XVII.

MEN WHO HAVE LED THE DEPARTMENT TO VICTORY FOR SIXTY YEARS.

BEFORE the act was passed authorizing the appointment of Engineers, the department was governed by a Board of Fire Wardens, who had the same authority in case of fires that Boards of Engineers have to-day. The first mention of Fire Wardens was in the early history of the town, 1785, when the Selectmen were instructed to furnish each warden with a suitable staff, according to law, it being the insignia of his office. No names have been found upon the record to show who the men were that had the honor of serving in this capacity until 1831, when the following were appointed March 8:

| | | |
|-------------------|--------------------|-------------------|
| Solomon Pool | Josiah Haskell | Nehemiah Knowlton |
| Asa Todd | John Burns, Jr | Nathaniel Tarr |
| John Wallis | Aaron Giddings | Edward H. Pearce |
| Ebenezer Pool, Jr | Isaac Dennison, Jr | Aaron Fitz |
| | Wm. Procter, Jr | |

After the serious and destructive conflagration of 1830, it became evident to the inhabitants of the town, that in order to cope with this element it must at once proceed to put its fire department on a permanent and substantial basis, and to effect such an organization an act was passed by the Legislature in 1831, establishing the fire department of the Harbor Parish in the town of Gloucester. The

town voted money for the purchase of engines and hose, and the construction of reservoirs, and the fire department started on its new career under favorable auspices. Under the act above referred to the first board of engineers was appointed, and Eli Stacy was selected as the first chief engineer of the department, and the first meeting of the board was held at his residence April 11, 1831, and selected a committee to draft a code of By-Laws for the government of the department, the committee consisting of three from the Board of Engineers, one from the Board of Selectmen, and one from each of the several engine companies.

Fire Wardens continued to be appointed for the territory outside the Harbor Parish until the department was merged into one in 1873.

The following are the names of all those who have served the town and city as the Board of Fire Engineers from the year one thousand eight hundred and thirty-one, until the year eighteen hundred and ninety-two, both inclusive. The powers, duties and authority which firewards have is also conferred upon the engineers:

| | | |
|---------------------|-----------------------|-----------------------|
| 1831. | John Somes | John Somes |
| Eli Stacy, Chief | John Woodbury, Jr | Robert M. Todd |
| George W. Pearce | Alphonso Mason | John Webber |
| John Johnston | William Parsons, Jr | Alphonso Mason |
| John W. Lowe | 1833. | Wm. Parsons, Jr |
| Samuel Giles | Rufus Leighton, Ch'f | Jas. Mansfield, Jr |
| Rufus Leighton | Richard G. Stanwood | William Stephens |
| William Parsons, Jr | John Somes | George Friend |
| John Somes | George Friend | 1835. |
| John Woodbury, Jr | Alphonso Mason | Jonathan Cutler, Ch'f |
| 1832. | Jonathan Cutler | John Somes |
| Eli Stacy, Chief | John Webber | Robert M. Todd |
| Richard G. Stanwood | James P. Collins | John Webber |
| Samuel Giles | Robert M. Todd | Alphonso Mason |
| John W. Lowe | 1834. | Wm. Parsons, Jr |
| Rufus Leighton | Jonathan Cutler, Ch'f | Jas. Mansfield, Jr |

| | | |
|----------------------|---------------------|----------------------|
| George Friend | 1842. | George Friend |
| Samuel Dexter | Fred'k G. Low, Ch'f | Samuel Jones |
| 1836. | John Somes | Joseph J. Procter |
| Alphonso Mason, Ch'f | Wm. Parsons, Jr | Matthew Gaffney |
| John Somes | Jas. Mansfield, Jr | Joshua S. Sanborn |
| Wm. Parsons, Jr | John Webber | Jeremiah Foster |
| Jas. Mansfield, Jr | George Friend | 1848. |
| Frederick G. Low | Joseph J. Procter | Same as 1847. |
| Samuel Dexter | Matthew Gaffney | 1849. |
| George Friend | Joshua S. Sanborn | R. G. Stanwood, Ch'f |
| Joseph J. Procter | 1843. | John Somes |
| Matthew Gaffney | Fred'k G. Low, Ch'f | James Mansfield |
| 1837. | John Somes | George Friend |
| Alphonso Mason, Ch'f | James Mansfield | Samuel Jones |
| John Somes | John Webber | Joshua S. Sanborn |
| Wm. Parsons, Jr | George Friend | Gorham Burnham |
| Jas. Mansfield, Jr | Joseph J. Procter | Daniel Wheeler |
| Frederick G. Low | Matthew Gaffney | David Parkhurst |
| Samuel Dexter | Joshua S. Sanborn | 1850. |
| George Friend | Samuel Jones | J. S. Sanborn, Ch'f |
| Joseph J. Procter | 1844. | John Somes |
| Matthew Gaffney | Same as 1843. | James Mansfield |
| 1838. | 1845. | George Friend |
| Same as 1837. | Same as 1844. | Samuel Jones |
| 1839. | 1846. | Daniel Wheeler |
| Same as 1838. | Wm. F. Davis, Ch'f | R. G. Stanwood, Jr |
| 1840. | John Somes | Gorham Burnham |
| Fred'k G. Low, Ch'f | James Mansfield | 1851. |
| John Somes | George Friend | Moses Tarr, Chief |
| Wm. Parsons, Jr | Samuel Jones | John Somes |
| Jas. Mansfield, Jr | Joseph J. Procter | George Friend |
| Samuel Dexter | Matthew Gaffney | James Mansfield |
| George Friend | Joshua S. Sanborn | Joshua S. Sanborn |
| Joseph J. Procter | Jeremiah Foster | Samuel Jones |
| Matthew Gaffney | 1847. | R. G. Stanwood, Jr |
| Joshua S. Sanborn | Wm. F. Davis, Ch'f | David Parkhurst |
| 1841. | John Somes | Samuel Wheeler |
| Same as 1840. | James Mansfield | 1852, same as 1851. |

| | | |
|-----------------------------------|------------------------|------------------------|
| 1853. | Edward C. Hoyt | Barnard Stanwood |
| Same as 1852. | John W. Bray | Frederick G. Wonson |
| 1854. | Bennett Griffin | Azor H. Tuck |
| Ignatius Winter, Ch'f | Procter Perkins | Joseph W. Story |
| Eben C. Procter | 1858. | 1863. |
| Edward C. Hoyt | Charles Swift, Ch'f | L. D. Pettingell, Ch'f |
| John Atkinson | Edward C. Hoyt | Barnard Stanwood |
| James Davis, Jr | Benjamin Haskell | Benjamin Haskell |
| Charles Swift | Barnard Stanwood | John W. Bray |
| Benjamin Haskell | Luther D. Pettingell | Frederick G. Wonson |
| J. Osborne Procter | Bennett Griffin | Bennett Griffin |
| James L. Bott | John W. Bray | George P. Rust |
| 1855. | Frederick G. Wonson | Eben C. Procter |
| Ignatius Winter, Ch'f | 1859. | 1864. |
| Benjamin Haskell | Edw. C. Hoyt, Ch'f | Luther D. Pettingell |
| Charles Swift | Luther D. Pettingell | Benjamin Haskell |
| Eben C. Procter | Eben C. Procter | Fred. G. Wonson |
| George F. Wonson | Benjamin Haskell | George P. Rust |
| John W. Bray | Barnard Stanwood | Bennett Griffin |
| Edward C. Hoyt | John W. Bray | John W. Bray, Eben |
| James L. Bott | Frederick G. Wonson | C. Procter and Bar- |
| Epes Davis, 3d | Azor H. Tuck | nard Stanwood elec- |
| 1856. | 1860. | ted but declined to |
| Charles Swift, Ch'f | Same as 1859. | serve. |
| (Vice Ignatius Winter, resigned.) | 1861. | 1865. |
| Edward Staten | L. D. Pettingell, Ch'f | L. D. Pettingell, Ch'f |
| Edward C. Hoyt | Eben C. Procter | George P. Rust |
| Benjamin Haskell | Benjamin Haskell | Fred. G. Wonson |
| Eben C. Procter | John W. Bray | Benj. Haskell |
| George F. Wonson | Barnard Stanwood | Bennett Griffin |
| Bennett Griffin | Fred. G. Wonson | 1866. |
| John W. Bray | Azor H. Tuck | Wm. Bickford, Ch'f |
| Epes Davis, 3d | John S. E. Rogers | George P. Rust |
| 1857. | 1862. | Bennett Griffin |
| Charles Swift, Ch'f | L. D. Pettingell, Ch'f | Charles Wonson |
| Benjamin Haskell | Eben C. Procter | William Jones |
| Barnard Stanwood | Benjamin Haskell | 1867. |
| Luther D. Pettingell | John W. Bray | Wm. Bickford, Ch'f |

| | | |
|-----------------------|-------------------------------------|--|
| George P. Rust | 1873. | Frederick Gerring |
| Bennett Griffin | George Todd, Ch'f | Jonathan A. Dennison |
| Charles Story, Jr | Charles Gardner | Samuel Lane, ^{resigned.} |
| William Jones | Joseph Friend | Charles M. Kendall |
| Charles Wonson | Charles Prindall | (vice Fitz E. Oakes.) |
| Barnard Stanwood | Charles Wonson | Edward E. Carpenter |
| 1868. | George Harvey | Aaron F. Clark |
| Wm. Bickford, Ch'f | Simeon A. Burnham | James H. Place |
| Barnard Stanwood | Gilman Harvey, An- | ^{The last three appointed Feb. 5th} |
| Bennett Griffin | nisquam. | ^{in place of those resigned.} |
| George Todd | William H. Sargent, | 1878. |
| Charles Wonson | Lanesville. | Edwin L. Lane, Ch'f |
| Charles Gardner | 1874. | Edw. E. Carpenter |
| Wm. M. Winchester | S. A. Burnham, Ch'f | Aaron F. Clark |
| Winchester, resigned | Jeremiah Foster | Frederick Gerring |
| Geo. Harvey, elected | Charles S. Marchant | Chas. M. Kendall |
| 1869. | Edwin L. Lane | Jonathan A. Dennison |
| Bar'd Stanwood, Ch'f | Fitz E. Oakes | Joseph G. Swift |
| George Todd | George Dennis | 1879. |
| Charles Wonson | Nathan B. Cook | Edwin L. Lane, Ch'f |
| Charles Gardner | 1875. | Joseph G. Swift |
| Charles Prindall | Same as 1874, except- | Addison Plumer |
| Joseph Friend | ing Frederick Ger- | Charles M. Kendall |
| George Harvey | ring elected in place | John H. Jones |
| 1870. | of George Dennis | Fitz O. Harvey |
| Same as 1869. | 1876. | Joseph M. Marsh |
| 1871. | S. A. Burnham, Ch'f | 1880. |
| Same as 1870, except- | Jeremiah Foster | Edwin L. Lane, Ch'f |
| ing George Todd, | Charles S. Marchant | Joseph G. Swift |
| elected Chief. | Jonathan A. Dennison | Joseph M. Marsh |
| 1872. | Fitz E. Oakes | A. J. Rowe |
| George Todd, Ch'f | Edwin L. Lane | John H. Jones |
| Charles Gardner | Frederick Gerring | Sidney Gardner, ^{*Resigned.} |
| Charles Wonson | 1877. | N. M. Jackman |
| Joseph Friend | Edwin L. Lane, Ch'f | *Addison Plumer, |
| Simeon A. Burnham | Fitz E. Oakes, ^{resigned.} | elected to fill vacancy |
| Charles Prindall | Chas. S. Marchant | 1881. |
| George Harvey | Jeremiah Foster | Edwin L. Lane, Ch'f |
| | | Joseph G. Swift |

| | | |
|----------------------|----------------------|----------------------|
| Addison Plumer | Edward Turnbull | Joseph M. Marsh |
| Joseph M. Marsh | Andrew J. Rowe | Samuel Montgomery |
| John H. Jones | 1886. | Elisha W. Harriman |
| Samuel Montgomery | C. S. Marchant, Ch'f | 1890. |
| Andrew J. Rowe | Joseph M. Marsh | Edwin L. Lane, Ch'f |
| 1882. | Calvin F. Hopkins | Joseph M. Marsh |
| Same as 1881. | Joseph G. Swift | Elisha W. Harriman |
| 1883. | Andrew J. Rowe | Calvin F. Hopkins |
| Edwin L. Lane, Ch'f | Samuel Montgomery | Samuel Montgomery |
| John H. Jones | Henry H. Walker | 1891. |
| Edward Turnbull | 1887. | Edwin L. Lane, Ch'f |
| Andrew J. Rowe | Same as 1886. | Calvin F. Hopkins |
| Joseph M. Marsh | 1888. | Elisha W. Harriman |
| Addison Plumer | C. S. Marchant, Ch'f | Samuel Montgomery |
| Joseph G. Swift | Samuel Montgomery | Joseph M. Marsh |
| 1884. | Henry H. Walker | 1892. |
| Same as 1883. | Joseph G. Swift | C. S. Marchant, Ch'f |
| 1885. | Edward Hearn | Joseph M. Marsh |
| C. S. Marchant, Ch'f | Joseph M. Marsh | Calvin F. Hopkins |
| Joseph G. Swift | George W. Harvey | Samuel Montgomery |
| Joseph M. Marsh | 1889. | William L. Allen |
| John H. Jones | Edwin L. Lane, Ch'f | |
| Calvin F. Hopkins | Calvin F. Hopkins | |

XVIII.

FACILITIES FOR HANDLING FIRES—RESERVOIRS—HYDRANTS— FIRE ALARM.

IN the Town Records of 1830 the question of building one or more reservoirs and how to raise the money to pay for the same was under discussion, and William W. Parrott, B. K. Hough, John W. Lowe, William Parsons, Jr., and William Pearce, Jr., were appointed to consider the matter and report thereon. This is probably the first mention of reservoirs by the town.

Previous to the great fire of 1830, and even at a later date, the only means the department had in the extinguishment of fires was the water that could be obtained from the various wells in the town, and this had to be pumped or drawn from the wells into buckets, the engine filled by this means and then pumped upon the fire. The following section from the By-Laws of the town, published in 1837, may be of some interest to those who read this book :

Section 15. "All pumps and wells belonging to the inhabitants of this town, except such persons as the Selectmen shall judge unable, shall be kept in good order after thirty days from the publication of this order, ready to deliver water to extinguish any fire that may happen; and whoever shall permit any pump or well belonging to his house or tenement, to be out of order for the space of ten days after the expiration of such thirty days, shall forfeit

three dollars and thirty-three cents. If any person shall refuse or neglect to put his pump or well in good order, after having forfeited such penalty, he shall thereby incur a new offence, and forfeit one dollar and sixty-seven cents for every week the same shall continue out of order or repair."

After the great fire of 1830 the town awoke to a realizing sense of the dangers surrounding it from fire, and how difficult it was in the means to subdue the same, and at once began to discuss the matter of more and better facilities to cope with this scourge, and in 1832 the Board of Engineers requested the Selectmen to call a town meeting to consider the expediency of constructing one or more reservoirs of water in Harbor Parish; and it is about certain that the first reservoir was built on the corner of Pleasant and Fore streets in 1832, to hold not less than 150 nor more than 300 hogsheads, to be filled "with water, as may be judged best;" what it was intended to fill it with other than water the writer is at a loss to know.

From this time and until the introduction of water by a private corporation in 1884, (of which George H. Norman was the leading spirit), the department depended entirely upon reservoirs as their source of supply in putting out fires, and at times when a serious conflagration was raging, the supply would fail them and the boys would be obliged to shift with their engine to another source, and by so doing much valuable time was lost, thus giving the fire the chance to gain considerable headway, and a harder tussel for the firemen to quench it.

1845. Resolved, that the Inspector of Police put into execution the By-Laws of the town in regard to fire, particularly the 11th and 15th Articles, the last relating to wells and pumps, and prosecute all breaches thereof.

The following from the Report of Chief Engineer Bickford in 1866 shows the importance of having a goodly supply of fluid matter on hand to assist in leveling the destroyer of our homes. He says :

“I think the town is very deficient in water. If the town will furnish the water, the fire department will show that they are capable of extinguishing fires in good style if they are so unfortunate as to have them occur.” The Chief was right, and all the department asks for to-day is for the city to “push the button”—they will do the rest.

From Chief Engineer Bickford's report in 1868 the following is worthy of note. After speaking of the number of times the department had been called out and the losses entailed by fire, he says: “The most serious apprehension in connection with this department is the deficiency in water.”

After the destructive fire of 1864 water was led from Davidson's Pond to the Mason street reservoir, in order to obtain a better supply, and in 1877 the Board of Engineers voted to recommend the extension of the Procter street reservoir the entire length of the street; that pipes be laid on Short and Centre streets, and hydrants located on the corners of said streets. As far as the records show, this is the first mention of hydrants, but the recommendation was not carried into effect, and not until the contracts with the Gloucester Water Supply Company was made by the City Council in 1886 and 1887, and the same ratified by a majority vote of the people, did the city of Gloucester have this important factor in fighting fires, and one which can be depended upon to furnish an abundance of water at all times, and one which gives joy to every fireman, to know that the best of all auxiliaries to the department at the present writing is at his call to aid and assist him in his work.

September, 1870. To hear the report of the Committee on the supply of water, and to consider how the town will obtain a supply of water for fire purposes and grant money for the same.

The committee made a verbal report, (which was accepted) and the subject was discussed at length, when a motion was made that the whole subject be recommitted to the committee on supply of water to obtain plans and estimates of the expense of obtaining

pure water for use for fire, culinary and manufacturing purposes, and report at the next February meeting, and that \$2000 be appropriated for that purpose. The motion was rejected by a large vote.

It was then voted that the sum of \$4000 be appropriated to be expended under the direction of the Engineers for the purpose of building a reservoir in Procter or Mason streets, or on the Town House grounds, as they may deem most expedient.

CONTRACT between the Gloucester Water Supply Company and the City of Gloucester, accepted by the City Council July 12, 1887, subject to ratification of the people on Tuesday, Aug. 9th, 1887.

This Indenture, made and concluded this fifteenth day of July, 1887, by and between the Gloucester Water Supply Company, a corporation duly organized under the laws of the Commonwealth of Massachusetts, of the first part, and the City of Gloucester, a municipal corporation existing under the laws of said Commonwealth, of the second part, witnesseth :

That whereas said Company, the party of the first part, has constructed works and laid pipes, through which, from a reservoir on "Bond's Hill," so called, in said City, it has introduced water into the streets of said City, and whereas the said City, the party of the second part, is desirous that its citizens should have the best possible protection against fire, and to that end, desirous that the former contract¹ between the parties be expanded and enlarged.

Now, therefore, know all men by these presents, that said Gloucester Water Supply Company, the party of the first part, agrees with said City of Gloucester, the party of the second part, as follows, viz. :

The said Company will furnish said City of Gloucester water for fire purposes for the balance of the period of ten years, already agreed upon by indenture between said parties dated the twenty-eighth day of September, eighteen hundred and eighty-six, as hereinafter provided, unless sooner terminated by the purchase of said Company's property and franchises by said City, in accord-

¹ The first contract, for forty hydrants, was made Sept. 28, 1886. Subsequent contracts have also been made for hydrants at Fresh Water Cove, Magnolia, and to the Gate Lodge, at Eastern Point.

ance with Section seven of Chapter one hundred and sixty-seven of the Acts of the year eighteen hundred and eighty-one of said Commonwealth.

And that said Company will furnish during said period for the purpose aforesaid to said City, and set and maintain one hundred first-class three-nozzle post fire hydrants, such as the City Council may determine, in addition to the forty hydrants already contracted for by said former indenture, which shall also be maintained in accordance with the terms of this present indenture, all to be connected with the main pipes and supplied with water therefrom, the connecting pipe in every case to be not less than five inches in diameter; such hydrants or any hydrant set under the former contract to be placed in such localities and streets as may be selected by the City Council of said city, or by such committee or agents as said City Council may appoint.

Also, that said Company will maintain at all times an ample supply of water in its reservoir aforesaid on "Bond's Hill," and conduct therefrom a supply of water of the full capacity of the main pipes to and for all hydrants furnished under this or the former agreement, between the parties hereto, so that all hydrants so furnished shall be constantly supplied with sufficient water at all times for fire purposes, excepting in such sections as it may be absolutely necessary to cut off the same temporarily for repairs or extensions, and then the supply of water shall be cut off only during the continuance of such necessity and after due notice to the Chief Engineer of the Fire Department of said city, or in case of his death, absence or inability, to the officer supplying his place.

And in consideration of the party of the first part performing faithfully each and all of its agreements herein contained, the party of the second part will pay to said party of the first part, in semi-annual payments, the sum of fifty dollars (\$50) yearly, for each and every hydrant set by said Company for said City as aforesaid, whether under this or the former agreement between said parties, and for the use of water from all such hydrants, until the number of hydrants located and set in manner herein specified shall exceed one hundred, including the forty contracted for by said former indenture, and thereafter the amount to be paid by said City for each hydrant in excess of said one hundred, and for the use of water

therefrom as herein specified, shall be at the rate of forty dollars (\$40) yearly; and said sums so reckoned shall be in full payment and satisfaction for the use of said Company's water and hydrants by said City, and for the performance by said Company of each and all of said Company's agreements herein contained; and it is agreed that said term of years shall be reckoned as in the former indenture, dated September twenty-eighth, eighteen hundred and eighty-six, and that the charge or payment for each hydrant to be set as aforesaid, shall begin as soon as such hydrant has been ordered by the City Council or its agents, and a test of the efficiency of the same and the water supply is given satisfactory to the City Council of said City, or to persons by it designated.

The location of each hydrant shall be made and ordered by the party of the second part previous to the setting thereof by the party of the first part, who shall proceed to set them as fast as they are ordered and located.

It is further agreed that said party of the second part shall, on all reasonable occasions, have the right to use any hydrant furnished under this or the former contract, for the purpose of testing the same, or the fire apparatus owned or used by said City, without any unnecessary waste of water or power, and without extra charge therefor.

All hydrants are to be furnished and set by and at the expense of said Company under the direction of said City or its agents, and said Company further agrees that it will keep and maintain said hydrants, and all hydrants furnished said City as aforesaid, whether under this or the former contract between the parties, in good order and repair at all times, for the use of said City during the said period.

It is also agreed, that in case the party of the second part shall determine to discontinue the use of any hydrant which may be located under this or the former contract by indenture of September twenty-eighth, eighteen hundred and eighty-six, such hydrants shall be removed at the expense of said City, the charge or payment therefor thereafter to cease.

It is further agreed, that if at any time during the term of years of said contract said City shall purchase or otherwise obtain, set

and maintain a suitable lighted fountain apparatus, within the limits of said city in such place as the City Council shall determine, said Water Company will on its part provide water to supply the same during the whole of said term of years, but only during all non-freezing months, free of charge and without additional expense.

It is further agreed between the parties hereto, that if said City shall, during the existence of this agreement, set a public drinking fountain (with suitable arrangements for cooling water) within the limits of said city, in such place as the City Council may determine, the said Company will, immediately upon the setting of such fountain, with suitable arrangements for cooling water, furnish all the water that may be needed therefor free of charge for the period of one year from the setting thereof.

And, inasmuch as the purpose of this contract in providing for a supply of water for the extinguishment of fire, is for the protection of the property of individuals as well as of the municipality, and as the payments to be made under this contract are to be raised in part or wholly by taxation upon such property, it is expressly understood and agreed by and between the parties hereto, that the party of the second part acts herein, not only as the representative of the municipality, but in behalf of the individual property owners in said city, and that any owners of property in the said city who shall sustain damage by reason of the failure of the party of the first part to fulfil the terms of this contract, which are to be observed and performed by said party of the first part (unless said failure is caused by act of God or unavoidable casualty), shall have the same right of action and the same remedies against said Company as if said contract were made by and between said party of the first part and the said property owner in his own name.

It is also agreed, that the contract between the parties hereto, dated September twenty-eighth, eighteen hundred and eighty-six, shall, upon the execution of this contract and its ratification by vote as hereinafter set forth, be thereupon and thereby annulled, except that where express reference is herein had to said contract by indenture dated the twenty-eighth day of September, eighteen hundred and eighty-six, said last named contract may be used for the purpose of explaining this instrument; but nothing herein con-

tained shall be construed to mean that said Water Company shall be released from its obligation, already incurred in regard to the forty hydrants heretofore contracted for by said city, but the same shall be furnished and maintained by said Water Company, in accordance with the terms of this indenture, the rate or charge for such hydrants being altered agreeably hereto.

Provided however, that this contract shall be of no force and effect until the same has been assented to by said city by a majority vote of all the voters thereof present and voting thereon at a legal meeting called for that purpose as provided in section four of chapter one hundred and sixty-seven of the Acts of the year eighteen hundred and eighty-one and amendments thereof.

In witness whereof, the said City of Gloucester, by its mayor hereto duly authorized, and the Gloucester Water Supply Company by its treasurer thereto duly authorized, have caused these presents to be subscribed in their names and behalf and their respective corporate seals to be hereto affixed, and the said Company has caused the same to be countersigned by its president, the day and year first above written.

[*Seal of City of Gloucester.*] [Signed.]

CITY OF GLOUCESTER,

By DAVID I. ROBINSON, Mayor of City of Gloucester.

[*Seal of Gloucester Water Supply Co.*]

G. NORMAN WEAVER,

Treasurer Gloucester Water Supply Co.

JOSEPH O. PROCTER,

President Gloucester Water Supply Co.

RESERVOIRS.

For future reference the location of reservoirs and hydrants are inserted here. In all probability the use of the reservoirs for the stopping of fires will sooner or later be abandoned and the hydrants stand out alone as the one great means of preventing the spread of the same :

Western avenue ; Collins school house ; City Hall ; Washington

street, front of Mason House; Washington street railroad crossing; Washington street, near school house; Exchange street; Winter street; Procter street; School street; Mason street; Pleasant street (probably the first built); High street; Park street; Chestnut street; Spring street; Mt. Vernon street; Taylor street; Friend street; Jackson street; Hammond street; East Gloucester square.

LOCATION OF HYDRANTS.

Ward One.

Rocky Neck avenue, near Leonard Walen's store.
 Corner Rackliffe and Wonson streets.
 Corner Mt. Pleasant avenue and East Main street.
 Corner Mt. Pleasant avenue and Highland street.
 At Square, East Gloucester.
 Foot of Haskell street, near Sayward street.
 East Main street, foot of Point Hill.
 At the Bass Rock House, Mt. Pleasant avenue.
 Foot of Rocky Neck avenue and J. G. Tarr's store.
 Corner of Wonson and Clarendon streets.
 Corner of Rackliffe and Fremont streets.
 Junction of East Main street and Rocky Neck avenue.
 East Main street, opposite foot of Gerring street.
 East Main street, front of No. 227 (Amos Story's).
 East Main street, opposite No. 182.
 Corner of Chapel and East Main streets.
 Corner of Chapel and Davis streets.
 Corner of Brazier court.
 Opposite Hawthorne street.
 Opposite A. Wonson's house.
 Near Gate Lodge.
 East Main street, near Norwood court.
 East Main street, near Clay court.
 East Main street, foot of Hammond street.
 Corner of Bass avenue and Sayward street.
 Bass avenue, near Harmony square.
 Parker street, east side, on Shute & Merchant's land, south of smoke house.
 Hammond street, at the end of the main pipe.

Mt. Pleasant avenue, opposite Calder, front of lamp post.
 Corner of Mt. Pleasant avenue and Highland court.
 Mt. Pleasant avenue, on western corner of way to Amos Story's
 house (outside of walk).
 Corner of Mt. Pleasant and Marble streets.
 Corner Highland and Davis streets, front of M. Barrett's house.
 East Main street, front of George Norwood's land.
 Plum street, near western corner of S. H. lot.
 East Main street (Point Hill), near S. E. corner of land numbered
 45.

Ward Two.

Main street, near Lufkin's Hill.
 Main street, opposite Howe street.
 Mt. Vernon street, near Perkins street.
 Corner Taylor and Prospect streets.
 Friend street, near Sawyer school.
 Corner of Friend and Webster streets.
 Main street, corner Sylvanus Smith's store.
 Corner of Eastern avenue and Cross street.
 Corner Cross street and East Main street.
 Corner of Webster street and Eastern avenue.
 Main street, opposite eastern entrance to Rowe square.
 Prospect street, opposite end of Friend street.
 Corner of Spring and Main streets, opposite J. Pew & Son's.
 Mt. Vernon street.
 Corner of Perkins street, near Orff's house.
 Corner of Perkins and Staten streets.
 Perkins street.
 Corner of Herrick court and Friend street.
 Corner of Elwell and Sadler streets.
 Vincent street, opposite S. Lane & Bro.'s store, on W. H. Friend's
 land, where post now stands.

Ward Three.

Foot of Water street.
 Head of Chestnut street.
 Corner of Warner and Millett streets.
 Mt. Vernon street, head of Oak street.

Corner of Prospect and Warner streets.
Main street, near Joseph Friend's house.
Corner of Main and Chestnut streets.
Corner of Main and Elm streets.
Corner of Pearce and Wharf streets.
Foot of Duncan street, near Gloucester & Boston Steamboat Co.
Corner of Locust street and Ivy court.
Corner of Millett and Forest streets.
Corner of Liberty and Allen streets.
Corner of Prospect and Elm streets.
Corner of Prospect and Allen streets.
Corner of Oak and Warner streets.
Corner of Prospect and Pleasant streets.
Corner of Rogers and Water streets.
Corner of Millett and Summit streets.
Corner of Trask and Forest streets.
Elm street, opposite Federal street (in the curb).
Liberty street, south side (midway Park to Allen,) across from the
 lamp post, near fence.
Corner of Marchant and Prospect streets.

Ward Four.

Duncan street, opposite Sullivan's block.
Post Office square, Main street.
Main street, foot of Center street.
Corner of Middle and Washington streets.
Prospect street, near Maplewood avenue.
Corner Prospect and Washington streets.
Park street, opposite Liberty street.
Corner of Dale avenue and Middle street.
Corner of Rogers and Duncan streets.
Corner of Rogers and Parsons streets.
Corner of Rogers and Porter streets.
Corner of Main and Hancock streets.
Corner Main and Short streets.
Main street, near J. F. Patten's store.
Corner of Shepherd street and Maplewood avenue.
Corner of Prospect and Church streets.

Corner of Procter and Church streets.
Mason street, near High school building.
Corner Middle and School streets.
Prospect street, head of Dale avenue.
Corner Pleasant and Federal streets.
Dale avenue, near Hook and Ladder house.
Corner of Washington and Pine streets.
Corner of School and Columbia streets (in the curb).
Mason street, opposite estate of Tappan and Wonson (in the curb).

Ward Five.

Junction of Commercial and Main streets.
Near Cunningham & Thompson's, Commercial street.
Corner of Riggs and Mansfield streets.
Corner Winter and Granite streets.
Corner of Winter and Beacon streets.
Junction of Lookout street and Commonwealth avenue.
Corner of Addison and School streets.
Western avenue, foot of Dike street.
Western avenue, near Hicks' building.
Corner of Beach court and Commercial street.
Fort square, opposite George J. Tarr's office.
Western avenue, near Ocean House.
Western avenue, near E. Lufkin's shop.
Corner of Western avenue and Middle street.
Corner of Middle and Angle streets.
Corner of Washington and Mansfield streets.
Corner of Washington and Granite streets.
Washington square, near premises of George Clark.
Hovey street, near premises of J. O. Procter, Jr.
Corner of Granite street and Blynman avenue.
Corner of Orchard and Winter streets.
Corner of Beacon street and Conant avenue.
Corner of Washington and Addison streets.
Corner of Washington street and Commonwealth avenue.
Head of Exchange street.
Summer street, opposite estate of John Gott (in the curb).

Ward Six.

Washington street, near Bridge street.
Corner of Derby and Cleveland streets.
Corner of Grove street and Maplewood avenue.
Maplewood avenue, opposite Seine Factory.
Willow street, near premises of Lewis H. Merchant.
Corner of Willow and Cedar streets.
Maplewood avenue, near premises of W. M. Lane.
Corner of Derby and Washington streets.
Corner of Stone court and Washington street.
Washington street, opposite premises of B. Stanwood.
Maplewood avenue, north corner of Cedar street, near lamp.
Sargent street, opposite Cleveland, (in jog near Hannon's).

Ward Eight.

Western avenue, foot of Bond's Hill.
Corner of W. C. Marshall's house.
Opposite John Bray's.
Corner of school house.
Near Dale Cottage.
Opposite G. O. Hovey's estate.
Magnolia avenue, opposite premises of R. V. Sanborn.
Magnolia avenue, opposite house No. 110.
Magnolia avenue, corner Western avenue.
Magnolia avenue, near Col. Thornton's gateway.
Magnolia avenue, at premises of W. B. Williams.
Magnolia avenue, at W. B. Williams' driveway.
Magnolia avenue, near entrance to Oak Grove House.
Magnolia avenue, opposite Sea View House.
Magnolia avenue, near Gorham Davis' driveway.
Norman avenue, corner Stanwood avenue.
Norman avenue, corner Lexington avenue.
Lexington avenue, corner of Flume road.
Lexington avenue, opposite Boulder street.
Lexington avenue, corner Shore street.
Eastern end of Boulder street.
Cliff street, corner Shore street.
Hesperus avenue, corner Shore street.

Hesperus avenue, corner Fuller street.
Hesperus avenue, corner Lexington avenue.
Hesperus avenue, corner private way.
Hesperus avenue, entrance to Dr. Morrill's premises.
Fuller street, corner Shore street.
Fuller street, opposite Wm. McDonald's premises.
Magnolia avenue, near Engine house.
Flume road, near Chapel.
Off Hesperus avenue, near residence of Mrs. Faulkner.
Off Hesperus avenue, near residence of Dr. Morrill.
At junction of Hesperus avenue and private driveway to Mrs. Faulkner's house.
On Hesperus avenue, near residence of W. W. Bliss.
Total, 177.

FIRE ALARM.

Next to water in importance as an adjunct to the Fire Department, is a well regulated Fire Alarm System, as every person will testify.

The early method of giving alarms has already been mentioned in this volume, and it is needless to consider the matter further.

The firemen well know the advantages of the system now in use in this city, as it has saved them many valuable moments, and minutes, and even seconds, are a very important matter in getting to a fire.

To go back to the time when three shots were fired to waken the slumberer to duty, or even when it was necessary to force open the church doors in order to ring the bells for alarms, would only be to go backward, and result in the destruction of much valuable property, which under the present system is preserved.

The first mention of a well regulated and systematic Fire Alarm was made in 1878, when the Board of Engineers instructed Edwin L. Lane, its chief, to investigate and report relative to the same, but as no record of any such report has been found, it is probable that none was made.

It is also a matter of record that during this same year the Board of Engineers requested that the fire alarm on City Hall be changed, but nothing is shown as to how this alarm was constructed or what alterations were to be made. Our opinion is that at this time the bell in the tower of City Hall was rung for alarms from fire, and the change was to have it struck with a larger hammer, worked by a rope from the corridor. This was the practice at one time, and continued for some time later.

The next mention we find of a fire alarm was in 1879, when the City Council voted that the Committee on Fire Department be requested to devise some plan whereby it can be ascertained when an alarm of fire is given, in what ward or locality it exists. The Committee on Fire Department at once put themselves in communication with the Utica Fire Alarm Company and others, but no definite action was reached at this time for the establishment of a regular system.

In 1881 Hon. Joseph Garland made the following allusion to a Fire Alarm System in his inaugural :

“It was my purpose, during the last year, to secure an attachment to the bell of the City Hall with special reference to the giving of fire alarms. But I could not see the way perfectly clear. The attachment, by telephone, of the Police Station with the City Hall is a partial success. To make it complete, some arrangement should be made whereby the City Hall bell could be made to give out no uncertain sound. I believe no money could be spent by the city more judiciously than in the perfection of some definite arrangement for the fire call. The ringing of church bells for fire alarms, I declare to be a nuisance, and should be tolerated only in the outer wards of the city. It is not necessary that a whole community should be turned out at the least alarm of fire. It is sufficient that the fire department be properly notified. The streets filled by a curious or distracted populace are an obstruction to the best efforts of the department, and it would be much more sensible for the majority of the citizens to stay at home.”

From these suggestions probably grew the present system of fire



EX-CHIEF ENGINEER WILLIAM BICKFORD.

alarms, for in 1882 the Committee on Fire Department, on motion of our present chief, Charles S. Marchant, put itself in communication with the Gamewell Fire Alarm Telegraph Co. of Boston, in order to ascertain the cost of putting in their system, and the committee also visited Boston in the same year to witness its workings. Being fully satisfied with the same, they immediately voted to recommend an appropriation of thirty-five hundred dollars for the putting in of the Gamewell Fire Alarm System.

On the evening of May 17, 1882, Joseph W. Stover, President of the American Fire Alarm System of Boston, visited the Committee on Fire Department and explained the workings of the Gamewell System. He also made the following proposition to the Committee :

“To put in ten miles of wire, one bell striker No. one, one fifteen-inch gong for engine house, fifteen non-interfering signal boxes, one two-circuit repeater, all the battery power, galvanometers, switches, and all apparatus required for the perfect working of the system, for forty-three hundred dollars.”

The same year the City Council voted an appropriation of \$3500 to put in the above system of fire alarm ; and in 1883 the system was tested and accepted, and stands to-day to notify the firemen at the earliest possible moment whenever a fire occurs.

Thus in water and the fire alarm, the department has two powerful adjuncts to aid them in the performance of their duties.

XIX.

HOOK AND LADDER TRUCKS, CHEMICALS, HOSE CARRIAGES, AND FIRE EXTINGUISHERS.

FURTHER and most important appendages to a well regulated fire department are the Hook and Ladder Trucks, for upon them and the men who have charge of them often depend the lives and safety of persons caught in burning buildings.

The hook and ladder truck is one of the most important pieces of apparatus, because of this fact, and should be, if possible, first at the scene of the fire, for the proper placing of ladders against a burning building is as essential as hose itself, for without the ladder it would be almost impossible to get hose into the upper part of a building, and next to impossible to save life, when exit is cut off from a building on fire.

In the early days of the department the ladders were placed in boxes and located in different sections of the town, the largest one being located on Middle street, on the premises of the First Parish church. The first company found upon the records was organized in 1833, and was known as "The Hook and Ladder and Axe Co." Simon T. Bray was first foreman, and the other members, so far as can be ascertained, were Amos Bray, S. P. Saville, John P. Procter, H. P. Saunders, John Procter. No others have

been found, and no record has been discovered concerning this company, so we have to pass it by with the above brief notice. It was without doubt the first hook and ladder company formed after the great fire of 1830.

The keeping of the ladders in boxes in the different sections of the town served two purposes; they were handy and ready in case of fire, and they worked in for the farmers in the outlying wards to gather in their fruit. One instance which is worthy of mention, was in an outlying ward, where the cry of fire was seldom heard, but at the time mentioned a fire occurring in the ward, a rush was made for the ladders (the only fire apparatus there), and it was discovered that the several ladders had been borrowed by the farmers to gather apples, etc., and whether they ever reached the scene of the fire is not known.

At a meeting of the Engineers held April 20, 1847, it was

Resolved, that in the opinion of the Engineers a sail made to haul over the end of a building endangered by fire is a very necessary addition to the fire apparatus of the town.

Resolved, that the completion of an arrangement for mounting the hook and ladders on wheels, together with the sail alluded to, is important to the successful performance of duty by the fire department.

At this meeting a committee was chosen to wait upon the Selectmen and inform them what repairs was needed on the ladders, boxes, etc.

The Selectmen reported that they declined making any repairs or paying the bills that might be incurred by the Engineers for the benefit of the public; their report was signed by Alphonso Mason and Jonathan Cutler, Selectmen.

It was not until 1850 that, a hook and ladder company being formed, the hooks and ladders were mounted on wheels and located in the old gun-house occupied by the Artillery Company at the head of Pleasant street. At this time the Board of Engineers met at the store of James Mansfield & Sons.

This truck was called the "Young America Hook and Ladder Truck," located previous to 1860 in the old gun-house on Pleasant street, and in the new house on Park street in 1860, and in the same year we find the names of the following members as belonging to the same: Elias Burnham, Foreman, William Hadley, Clerk, Parker Burnham, Joseph B. Burnham, Timothy D. Field, James Field, Joseph L. Shepherd, William P. Rust, John Shepherd, George W. Davidson, Albert Marchant, Edward M. Shepherd, Henry B. Shute, James L. Shute, William S. Friend, Jr., Joseph Friend, Jr., Edwin L. Cook, Benjamin F. Cook, Pettengill Hinkley, Simeon A. Burnham, Timothy S. Rowe, Francis M. Loring.

Attached to the Hook and Ladder Carriage were 8 ladders, 4 hooks, 4 axes, 2 forks, 4 crotches.

In 1865 the company disbanded and a new one was formed to take its place, and in 1866 we find the Engineers voting that the Chief Engineer, together with the School Committee, arrange if possible the house on Park street for the use of the hook and ladder truck, the use of the steamer's house on School street having been refused them; later the truck was placed in the shed of the engine house on School street, but the company were out in the cold, as the following communication in 1868 to the Board of Engineers will show:-

At a regular meeting of the Hook and Ladder Company, No. 1, held June 2d, at their shed on School street, it was voted, that a resolution be presented to the Engineers asking for some place to hold their meetings, whereas for the last two years we have been compelled to hold our meetings in the open air, principally, having no proper place provided.

Therefore, voted, that it is the opinion of this company that we have been left out in the cold too long, and ought to be allowed a room in which to hold our meetings the same as the companies of the fire department, and we would respectfully ask you to interest yourselves in our behalf and see that we are provided with suitable accommodations.

Respectfully submitted,

Signed,

E. M. SHEPHERD, Foreman.
A. WITHAM, Committee.

On this communication it was voted, that the Chief Engineer ascertain if some arrangement could not be made with the Steam Fire Companies as regards the use of their hall by the Hook and Ladder Company.

July 8. The above matter was further considered and Barnard Stanwood was appointed to confer with the Selectmen on the subject and report, and on July 15 the matter was reported on, that the Selectmen would pay the Steam Fire Association the sum of \$25 per annum if said Association would allow the Hook and Ladder Company the use of their furniture.

At a meeting held July 22, the Board of Engineers voted, that the Hook and Ladder Company be allowed the use of the hall of the Steam Fire Association on School street until otherwise provided for, but the Association entered a protest against this action of the Engineers.

In 1869 John H. Whidden contracted to build the house on Smith street for the hose carriage and the hook and ladder truck, and it is presumed that when finished the old truck found a resting place for a while at least in this house.

In 1874 the Col. Allen Truck was removed to the Park street house; previous to 1883 it was out of commission, for in that year it was put in commission and located in the Defiance house on Prospect street, and in 1888 the old truck, worn out and of no earthly use, passed out of existence, having been sold at public auction for the magnificent sum of thirty-nine dollars.

In 1878, finding how important it was for the department to be provided with first-class apparatus, the city purchased of Edward B. Leverich a new hook and ladder truck for twelve hundred dollars, and the old truck must have gone out of commission about this time, having done duty for many years in the service of town and city until sold upon the auction block in 1888, as previously mentioned.

The new carriage took the name of the old truck and bears it to-

day, that of the lamented Col. Allen, who gave his life in the defence of his country in the battle of the Wilderness, May 5, 1864. It was located in the house on Smith street until 1884, when the new and commodious building on Dale avenue was constructed, at a cost of over six thousand dollars, and the truck found quarters in its new apartments, and is still at this place in good running order and managed by a gallant crew of men, whose whole aim and ambition seems to be to get there first for the protection of life and property.

The old house on Park street was sold at public auction in 1884 to Sidney S. Sylvester, our present City Marshal, for \$223, and was removed to Exchange street and converted into a dwelling house, where it now stands, and is occupied by the City Marshal as his home. The land was sold to John J. Williams, Archbishop, of Boston, for \$1000, and thus the march of improvement took away from the department this old familiar place, around which cluster many reminiscences of a fireman's life, and the old house, where, gathered around the old spit-fire stove, the firemen related the stories of their victories over their most stubborn and relentless foe.

Again, in 1888, the City Council being of the opinion that another truck was necessary for the protection of life and property in the eastern section of our city, voted to purchase a new truck and appropriated the sum of one thousand six hundred and twenty dollars for the same, and in this same year the purchase was made from the Gleason & Bailey Manufacturing Company, and the truck located in the house on Prospect street and named the Defiance.

This truck is an improvement over the one purchased in 1878, and is one of the finest and best pieces of apparatus now in the department, cared for and run by fire laddies whose records stand among the best in our Commonwealth, and whose loyalty and devotion to the cause nearest their hearts have won for them an enviable position among their brother firemen.

As no company records at all have been furnished for reference, the history of the hook and ladder trucks must end here.

As far as a search of the town records reveal anything, the only hose carriage owned by the town previous to 1869, (except those attached to the several engines) was one two-wheeled Relief Hose Carriage, so called at the time. It was located¹ in the new hook and ladder house on Park street, and carried five hundred feet of hose, and was furnished with torches, spanners, belts, &c.¹¹ James Clark was foreman, and the other members were Wm. H. Steele, Jr., Wm. P. Ellery, George Baker, Wm. D. Landers, Charles Knight, James Gardner, James McDonald. George Clark, 3d, and John Morrisc were also members at one time. After being shifted about from one place to another for several years, it finally found its way into the junk shop. Peace to its remains.

In 1869 Barnard Stanwood and George Todd were authorized to purchase a new hose carriage, and in the performance of this duty they bought a four-wheeled hose carriage, (the first the town owned) from John Louer, for seven hundred and twenty-five dollars. The carriage was located in the new house on Smith street, (built by John H. Whidden), and was named the "Good Will." It was designated No. 1. James Clark was the first foreman of this carriage and Daniel M. Favor was the first clerk. It is still in commission and is at the present writing located in the Chemical engine house at Magnolia. James May is the foreman.

In 1871 the carriage with its company were granted permission to visit Portland for two days to participate in the parade of the department in that city. Steamer Cape Ann was also granted the same privilege.

¹ We find that in 1856 Henry Staten and Wm. H. Steele, Jr., were appointed to man and take charge of the hose carriage stationed at the old gun-house at the head of Pleasant street.

¹¹ This carriage was probably the first one purchased, and was bought in 1853 of Hunneman & Co., Boston.

A year later Barnard Stanwood and Charles Gardner were empowered to purchase a hose carriage, the town presumably having arrived at the conclusion that these four-wheeled carriages were much better, and could make better time when going to fires than the clumsy rattle-de-bang old jumpers dragging on behind the engines and retarding in a great measure the progress of the gallant fellows who manned the ropes of the several engines. The result of the committee's deliberations was the purchase of another four-wheeled hose carriage, purchased from John Louer, for seven hundred and seventy-five dollars. This carriage was also located in the Smith street house and bore the name of "Moses Rust," after the lamented fireman of that name, who lost his life at his post of duty, July 30, 1867.

In 1875 this carriage with its company were granted permission to visit Lynn to participate in a firemen's muster in that city, September 15 and 16.

In 1891, after twenty-one years of service in the department, this carriage was sold to Brophy Bros. John J. Everdean was the first foreman and George W. Tarr the first clerk. The carriage was numbered Two. Mr. Everdean says that he served as a member of the Gloucester Fire Department for forty years—a long and honorable record.

In 1873, Chief Engineer Todd with Charles Gardner, were authorized by the town to look after the building of a tower to the hose house on Smith street and to purchase another hose carriage for the eastern section of the town. The committee purchased from the Amoskeag Manufacturing Company what was termed a "doll carriage," for seven hundred and forty-seven dollars. This carriage was located in the engine house at East Gloucester, Aaron J. Sawyer being the first foreman and Daniel Douglass the first clerk.

In 1877, seventeen members of the old Gloucester, No. 6, asked to be discharged from the company, with permission to form

themselves into a hose company for the purpose of having charge of carriage No. 3. The request was granted and the members appointed by the engineers were approbated by the Board of Aldermen the same year.

At times it seems that members of the Good Will, No. 1, were unable to find their carriage, for in 1876 an appropriation sufficient to place a bell on said carriage was asked for, "so that the members of the company could more readily find the carriage in case of fire."

In 1885 the old "Moses Rust" hose carriage being considered unfit for use by the department, an appropriation was asked for to purchase a new carriage, and the result was the purchase of a hose wagon called the J. M. Marsh, and in 1886 the name of the company was changed from Moses Rust to that of the J. M. Marsh.

In 1887 the wagon was transferred to the Defiance engine house on Prospect street, and placed in the care and keeping of the Defiance Company.

As it was with the hook and ladder trucks and their companies, so it has been with the hose carriages and their companies. We have been left to grope in the dark, as it were, for nothing in the shape of company records have been furnished from which any information could be derived, and reluctantly we are obliged to dismiss them here with this brief outline of their coming and going in and out of the department. It must be said, however, that the men who ran with these carriages were always ready when the alarm of fire rang in, prompt to act, and fearless in the discharge of every duty imposed upon them as firemen.

The department each year undergoes certain changes, and improvements in the apparatus are the watch-words of the hour.

The old four-wheeled hose carriages will soon be a thing of the past, as they are fast being supplanted by the more modern hose wagons, several of which already belong to the department in this city.

The purposes for which the Chemical Engines and Fire Extinguishers were constructed is too well known to need any extended remarks here. Among the best pieces of fire apparatus yet devised or built, to squelch out a fire in its infancy, is the little hand extinguisher, improved by the more modern chemical, and history furnishes many instances where these chemical engines have saved thousands of dollars' worth of property, with little or no damage to the same.

Not only will these engines do their work quickly, but they have this advantage over the steam fire engine: It does not take near the number of men to handle them and they are much less expensive, while the materials used upon a fire to arrest its progress does but very little damage, when compared with the powerful streams of water poured into a building for the same purpose.

It must not be understood that in a serious fire they are as effective as the steamers, but even in a serious fire they are an important factor to the department in preventing its spread, and assist materially in stopping the progress of the flames. In the incipient stages of a fire their equal has not been found.

The first of these machines which the city owned was a No. 2 Babcock Hand Extinguisher, purchased in 1875, and located at the Police Station, where the members of the police department had charge of it, whose dexterity and skill in handling the little engine prevented in many cases extensive conflagrations.

Since this time the city has purchased several of these machines, and located the same in the public buildings, where they stand ready at a moment's notice to do their part to prevent conflagrations. They are any one's property who can get to them first, no company being required to run with these machines. One only needs to understand their mechanism to work them effectively. It's a sort of "push-the button" arrangement—the machine will do the rest.

The next important move in this kind of apparatus was in 1877,

when the City Council through its Committee on Fire Department, purchased of Edward B. Leverich of New York, a Chemical Fire Extinguisher. This machine was located in the engine house on Washington street, Bay View, and Engineer Dennison was authorized to arrange a company to take charge of the same. Charles F. Newman, was the first foreman, Samuel O. Harrison, first assistant, Clifford Ricker, first clerk, George W. Harvey, first steward.

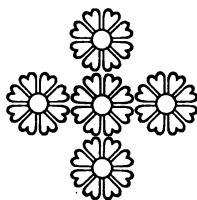
In 1879 the company having charge of the Extinguisher reported that the Chemical engine as now located was of no use, and asked to have said engine transferred to the city proper, but it was not until 1882 that the transfer was made, the Bunker Hill engine going to the house at Bay View and the Chemical being located in the old Bunker Hill engine house on Washington street.

In 1885 the wants of the people in Magnolia were carefully considered and a new engine house built on Magnolia avenue, and the Chemical was transferred to the village of Magnolia, and is at the present time still located there, and known as No. 2.¹ Everett Butler was its first foreman in its new location, and James May was the first engineer.

In this same year the City Council voted to purchase an improved Chemical Fire Extinguisher, and the committee contracted with the Fire Extinguisher Company of Chicago, through J. Heineman of Boston, its agent, for a first-class Babcock Extinguisher, of two tanks, capacity fifty gallons each, for \$2000, and on the second day of January, 1886, the engine was subjected to a trial on Dale avenue, and being in all respects satisfactory to the Committee on Fire Department, was accepted, and at once went into its new and commodious quarters on Dale avenue, where it is known as No. 1. George P. Greenleaf was first engineer and Dwinal Grant was driver. Thus was added to the department a valuable piece of apparatus whose quick dispatch to fires at the first breaking out of the

¹ The numbers were probably changed at the time of transfer and purchase of a new Chemical.

same has won for it a good record, and nobly has it sustained the good qualities and reputation which these engines possess, in the early stages of a conflagration. Charles E. Story was the first foreman.



XX.

GENERAL MATTERS OF INTEREST TO THE DEPARTMENT FROM THE ENGINEERS' RECORDS.



At a meeting of the Board of Engineers held at the dwelling house of the Chief Engineer, April 11, 1831, John Johnston was chosen assistant chief engineer and William Parsons, Jr., secretary, and it was voted that a committee of five persons be chosen to draft a code of By-Laws for the government of this department, three from the Board of Engineers, one from the Board of Selectmen, and one from the several engine companies. The following gentlemen were chosen for that purpose :

JOHN JOHNSTON, JOHN W. LOWE, ELI STACY, JONATHAN CUTLER, WM. FERSON.

Adjourned to meet at John Johnston's, April 15th.

At the adjourned meeting held at the aforesaid place, April 15th, the committee appointed to draft Rules and Regulations reported the following articles, which were unanimously adopted :

RULES AND REGULATIONS.

In order to promote the utility and efficiency of the Fire Department, in the First or Harbor Parish in Gloucester, the Board of Engineers have adopted the following regulations :

Article 1. There shall annually be a meeting of the Board of Engineers on the second Wednesday of April, (and at such other times as the Chief or Assistant Engineer may direct) at which time

there shall be chosen a Senior Assistant, also a Secretary, whose duty it shall be to keep a regular record of the proceedings of the Board, and at all meetings of which, the Chief Engineer, or (in his absence) the Senior Assistant shall preside.

Art. 2. Each engineer shall be provided with a trumpet, and wear upon his hat or cap a badge with Chief Engineer, or Engineer, written or printed upon the same.

Art. 3. There shall be selected by lot two members of the Board as a Committee of Control,¹ to serve one month, whose duty it shall be to examine into the condition of the fire apparatus under the care of the department and report all deficiencies to the Chief Engineer.

Art. 4. At all alarms of fire, the members of this department shall proceed with the utmost dispatch to the same, using their utmost exertions to hasten the arrival of the engines to the fire. When there, the Captains of the engines or hose carriages shall obey the orders of the Chief Engineer or Senior Assistant present.

Art. 5. The utmost order, silence and decorum will be preserved in going to, working at, and returning from a fire, that the nature of the business will permit, and all the members of the engines or hose carriages during a fire, except those otherwise engaged on special duty, will remain at or about the apparatus to which they are attached.

Art. 6. At an alarm of fire in the out-parishes or neighboring towns, the following engines shall be detached to their assistance: If at Sandy Bay, Nos. 1 and 6; at 'Squam or West Parish, Nos. 2 and 4; for other towns, Nos. 2 and 3. In no case shall all the engines leave the Harbor Parish, and three of the engines shall remain, to meet any exigency which may happen.

Art. 7. The Engineers, after the Chief Engineer and Senior Assistant, shall take rank as their names stand on the roll delivered by the Selectmen.

Art. 8. All engine and hosemen shall be approbated at a regular meeting of the Board of Engineers; and a general certificate of their appointments issued to each company, each member of which

¹ Engineers Johnston and Somes were drawn to serve as the first Board of Control.

shall be subject to removal for any violation of the regulations of this department or neglect of duty.

Art. 9. Each engine company shall annually, in the month of April, or as soon thereafter as may be, appoint a Captain, Clerk, and such other officers as they may think necessary, make and establish such rules and regulations as they may deem expedient, provided the same shall be approved by the Board of Engineers. It shall be the duty of the several engine companies at all alarms of fire, to use all possible exertions to convey their engines to the same with despatch, and there exert all their power and skill to subdue the destructive element; to be subject to the Chief Engineer and his Assistants; and not to leave their stations without the consent of one of the engineers. Provided, however, that in the absence of all the engineers, the captain may, if, in his opinion, the danger shall be over, carefully return the engine and see it safely housed. It shall be the duty of the several engine companies to meet once in each month and examine into the state of their engines, hose, buckets and apparatus, see that they are kept clean and in good order, and the hose well oiled or tallowed, and on the first Mondays of May, June, July, August, September, October, November, they shall prove their engines by filling them with water and playing them out; and immediately after every fire, they shall wash, cleanse, and carefully examine them, and see that they are in good order for the next emergency. If any defect from accident or otherwise should be discovered, it is enjoined upon the captain to report the circumstances immediately to one of the engineers.

Art. 10. The Committee of Control shall report to the Chief Engineer all infractions of the By-Laws of the town in relation to burning chimneys, smoking cigars, depositing ashes in wooden vessels, and all other violations thereof, in relation to fires, whose duty it shall be to cause prosecution to be instituted against all persons for infractions of said By-Laws, and also against all persons against whom complaints may be lodged, for the disobedience of the orders of any engineer, commanding his assistance in time of fire, to extinguish the same, or for preservation of property exposed to danger.

Art. 11. At all fires the engineers hereafter named, shall, as far as the general nature of their duties permit, consider themselves as

more immediately attached to the respective engines hereafter designated to their charge; the other engineers shall consider themselves in like manner as having the more immediate care of property, in order to its being removed to some place of safety, subject to the owner's direction.

John Woodbury, Engine No. 1; Rufus Leighton, Engine No. 2; John W. Lowe, Engine No. 3; Geo. W. Pearce, Engine No. 4.

Samuel Giles, John Somes and William Parsons, Jr., to have the charge of property.

April 23, the department was called out to an alarm of fire for the first time under the engineers.

May 8, a general parade of the several engine and hook and ladder companies took place for improvement in organization and discipline.

From 1838 to 1844, inclusive, no records can be found.

1853. The engineers adopted the following:

"To provide torches for the engines and keep them in houses of the members with oil ready to fill them on an alarm of fire."

1854. The town now having some first-class engines, the engineers were of the opinion that the department should appear on parade for the purpose of trying the said engines, and at a meeting held Sept. 22, at which most of the officers of the engines were present with the engineers, it was voted to parade, provided the companies at their next regular meetings were in favor of so doing.

At a meeting of the engineers and officers of the department, reports from the different companies were presented, as follows:

The clerk of No. 1, (Mechanic) reported that the company voted to turn out in uniform, consisting of dark pants, red shirts, black belts and caps.

The report from No. 4, (Hydraulion) was that they had voted to come out in citizens' dress, caps to be uniform.

No. 5, (Torrent) reported that they did not vote on the question, but had circulated a paper and had succeeded in obtaining thirty

names of those who were willing to come out, uniform to be dark pants, blue shirts and glazed caps.

No. 6, (Gloucester) voted to stay at home, but the foreman was of the opinion that enough volunteers could be got to man the engine.

The reports were accepted and it was voted to parade on Wednesday afternoon, October 11, and to engage Bond's band, of Boston, or if they were engaged to play elsewhere, then to procure the next best. The committee to procure the band were Messrs. Eben C. Procter and Cyrus Story, Jr.

The following letter was received by the Chief Engineer :

It having been currently reported here that it is the intention of your department to hold a Firemen's Muster sometime next month, I have been instructed to communicate with you and ascertain if possible if such is the case, and ask for such information in regard to the matter as you may be pleased to give us; the company are desirous of going somewhere this fall, and it would give them great pleasure to visit Gloucester on such an occasion. As we hold a meeting on Thursday night, if you can make it convenient to give us an answer so I can report at that time you will oblige,

Yours, &c.,

(Signed),

W. D. SEELY, Clerk,

Torrent Engine Co., No. 6, Chelsea, Mass.

September 23, 1854.

It was voted to extend an invitation to the Chelsea Company to parade with the department here, and a committee was appointed to receive them.

The following account of the parade and trial we take from the Gloucester Telegraph, October 14, 1854 :

"Yesterday being the day appointed for the parade of the Fire Department, our streets presented quite a lively appearance, notwithstanding the unpropitious state of the weather in the morning. The rain, however, laid the dust, and made the streets much more agreeable than they were on the day previous. Flags were stretch-

ed across the streets in several places, and many of our citizens engaged with zest in the arrangements for the day.

Torrent Fire Company, No. 1, of Chelsea, arrived in town by the cars, about 10 o'clock with their engine. They were received at the Station by the Engineers, Mechanic Company, No. 1, and delegations from the other companies, and escorted through several of the streets to the Gloucester House, where they were quartered. They numbered 35 men, and presented a fine appearance. Their uniform was black pants, blue shirts trimmed with yellow, and firemen's caps. They were accompanied by the National Band of Boston.

Early in the afternoon, the companies in this part of the town proceeded to Eastern Point with their engines, where the line was formed in the following manner :

Chief Engineer, Ignatius Winter, with six Assistant Engineers, in dark dress.

Hydraulion Company, No. 4, Isaac Story, Captain ; 35 men ; uniform, black pants, white shirt, glazed caps and belts.

Music, National Band, Boston.

The Torrent Company, No. 1, of Chelsea, Anson Clark, Captain ; 35 men.

Deluge Company, No. 6, of Annisquam, John W. Legallee, Captain ; 38 men ; uniform, black pants with red stripe, white shirt, glazed caps and belts. This engine was tastefully decorated with wreaths of flowers.

Torrent Company, No. 5, William Bickford, Captain ; 49 men ; uniform, black pants, blue shirt, white collar with red star, glazed caps and belts.

Music, Lowell Brass Band.

Gloucester, No. 6, Procter Perkins, Captain ; 63 men ; uniform, black pants, red shirt, glazed caps and belts.

Mechanic, No. 1, Joseph O. Procter, Captain ; 60 men ; uniform, black pants, red shirt, glazed hats and belts.

Hook and Ladder Company, Fitz H. Winter, Captain ; 15 men ; uniform, blue pants, white shirts, glazed caps and belts.

After forming, the procession took up the line of march through Jackson, Spring, Elm, Pleasant, Front, Washington, Middle, Pleasant, High, Washington, and Mill streets, to the Bridge at the

Cut; countermarched up Canal street, through Washington street and Washington square, where the procession stopped, and a trial of the force of the engines was made.

The companies played through 250 feet of hose, drawing water at the same time, to a flag staff at the house of Mechanic Company. This staff was 101 feet high, and a pole was hoisted to the top of that, making a total height of 119 feet. The Hydraulion threw her water about 6 feet above the ball on the top of the staff; the Chelsea engine 6 feet above the pole; the Deluge about the same; the Torrent, No. 5, did not do anything comparatively, and was evidently out of order; the Gloucester threw 10 feet above the pole; and the Mechanic 8 feet above the pole, when the hose burst.

In the evening, there was a Levee at the Town Hall, at which many of the Department, with ladies, passed several hours in dancing and social amusement."

1856. At a meeting of the Engineers in May, after the regular business was finished, "the Board visited all the engines and found them all in good order except No. 5, which wants painting, she having burnt her paint at the fire in January last by burning liquor to thaw her out."

October 9—The following notice from the Secretary of the Board of Engineers was sent out:

To the Foreman of Engine Companies Nos. 1, 4, 5 and 6:

SIR:—You are notified to call your company together and meet near the gun-house, in Gloucester, on Thursday next, at one o'clock, P. M., with your engine and hose.

Per order of the Chief Engineer.

(Signed), E. C. HOYT, Secretary.

October 15—The Chief Engineer presented to each of his assistants a speaking trumpet, and it was voted, "that a trumpet be procured at the expense of the Board of Engineers as a prize to the engine who shall fill two hogsheads of water and limber up in the shortest space of time."

October 16—The annual parade of the department came off according to arrangements previously made. The whole department

was out except Deluge, No. 6, of Annisquam, and marched in the following order :

Hydraulion, No. 4, Azor H. Tuck, Foreman, 40 men.

Mechanic, No. 1, John Procter, Foreman, 51 men.

Torrent, No. 5, Wm. Bickford, Foreman, 45 men.

Gloucester, No. 6, Addison Wonson, Foreman, 50 men.

Hook and Ladder Co., Parker Burnham, Foreman.

A good test of the power of the engines and the proficiency of the men was seen in the time taken by each company to prepare their engine for work, to fill two casks each of about 280 gallons capacity, and to limber up inclusive. Below is the time which each company occupied in accomplishing the feat :

Mechanic, No. 1, 6 minutes 45 seconds.

Gloucester, No. 6, 6 minutes 45 seconds.

Hydraulion, No. 4, 8 minutes 45 seconds.

Torrent, No. 5, 8 minutes 45 seconds.

Owing to the tie it was deemed necessary to have another trial between Nos. 6 and 1, under the same conditions, except to fill one cask instead of two. This resulted as follows :

Gloucester, No. 6, 5 minutes 30 seconds.

Mechanic, No. 1, 5 minutes 35 seconds.

Torrent, No. 5, 6 minutes 55 seconds.

Hydraulion, No. 4, 5 minutes 45 seconds.

No. 6 won the trumpet by five seconds.

At the conclusion of the trial the several companies cheered their competitors enthusiastically and parted in good humor.

No. 6 Company appeared in an elegant and appropriate uniform of red shirts, with the United States shield upon the breast, dark pants with red stripes, and glazed caps, presenting a fine appearance.

The members of each company worked in good shape and the festivities wound up with a fireman's ball in the Town Hall in the evening.

December 1—A petition from twelve members of Engine Com-

pany No. 6 was presented to the engineers, praying that the use of their hall be refused to all applicants except for the use of meetings of said company, and it was unanimously voted, "that the hall be used only for the meetings of the company and for the meetings of the Sabbath School."

1857. February 28—At a meeting of the Engineers the following persons were appointed Fire Police: James Babson, Samuel Blatchford, Philip Goldthwait, Curtis C. Cressy, Procter Perkins, George Collins, Jr.

The above were probably the first Fire Police appointed. Their duties were prescribed by the engineers, as follows:

"At the first alarm of fire to go immediately to the building and assist the engineers as far as in their power in keeping property endangered by fire in such position as is deemed necessary for the preservation of such; to keep all persons from entering buildings on fire excepting firemen; to prevent persons from breaking doors and windows, and to have charge of such property as may be saved as far as practicable, and for the faithful discharge of all duties performed, they shall be entitled to receive such sum as the Chief Engineer may approve."

A meeting of the Board of Engineers was held in June, 1857, at which the foreman of each engine and foreman of the leading hose to each engine were notified to be present, to make arrangements for the better *order* in time of fires; the subject was fully discussed and the members present went away from the meeting feeling satisfied that as firemen each one understood his duties better than ever before.

1858. The Fire Police were as follows: George Lane, James Babson, Jason Webb, John Davis, Tisdale D. Collins, George Collins, Samuel Blatchford, ¹Geo. W. Pinkham, Curtis C. Cressy. Duties same as in 1887.

1859. The Fire Police were the same as 1858.

¹ Probably an error. Should have been Geo. W. Peckham.

Fire Police for 1860: George Lane, George Collins, Tisdale D. Collins, Samuel Blatchford, George W. Peckham. Salary, five dollars per annum and twenty-five cents per hour for extra labor watching fires.

1860. July 11—The engineers granted permission to Engine No. 1 to attend the Firemen's Muster at Lynnfield on the 18th.

August 8—The Engineers voted to have a clam chowder on the 15th of the month at Rust Island and invite the Selectmen and Foremen of each engine to be present.

1861. April 3—At a meeting of the Engineers it was voted that the Chief be authorized to paint and repair the flag pole on the house of Engine No. 1, and that the boys be allowed to put a flag pole on the house of Extinguisher, No. 3.

The Fire Police for 1861 were the same as 1860 with the exception of Geo. W. Peckham.

The following is taken from the records at a time when our well known fellow citizen, the late John S. E. Rogers, was a member of the Board and acted as its scribe. The report is in his own hand-writing and is as follows, namely:

Saturday, June 28, 1861, according to appointment, Messrs. Pet-tengill, Procter, Haskell, Bray, Tuck and Rogers met at 2 o'clock at the Ferry Landing and proceeded across to Wonson's wharf, where they met him, who, after a short time offered some refreshments in the way of crackers, fish, lemonade, etc. While crossing in the boat it commenced raining hard and the Board waited at Wonson's store until it held up somewhat, when they proceeded to the house of Gloucester, No. 6. There they found the tub in good order and well cleaned, there was a deficiency in lanterns, and also of light in the hall. The steward was instructed to oil the hose on the inside. The rain continuing, the board took the omnibus (calculated for eight persons) for the harbor. (There were four persons in the omnibus and with our seven made eleven inside, still there was "room for one more," and our absent member could have been accommodated.) The Board next proceeded to the house of Torrent, No. 5, where they found the foreman, his assist-

ant and steward. The tub was found in good order. One of the hose carriages was complained of on account of its slender axle, and the subject of procuring another or of repairing that was considered but nothing definite decided upon. Instructions were given respecting the oiling of the hose; after some little time spent below, the Board were invited to look at the hall; here they found the same deficiency of light as at the Point, the chimney leaked bad, not having been plastered over, and there being large crevices in the rear. The officers were told to have the chimney covered. Refreshments were also found provided here, which were partaken of.

The reservoir on Spring street was next visited, and it was found necessary to have the opening raised one foot, it being about that below the level of the road.

The hook and ladders in the house on Park street were found in good condition, but a coat of paint on two new ladders was deemed necessary. Another lantern was also considered necessary for the company. Not having a key to the other part of the house, the Extinguisher engine was not seen.

The Hydraulion Engine was found in excellent order, ready for use.

At the house of Mechanic Engine, No. 1, the steward was found at work on the hose. The tub appeared to be in good condition, although the brasses did not look so well as on the other tubs. Instructions were given to oil the hose inside. The Board proceeded to the reservoir on Western avenue, but did not think it expedient to raise the opening, as it was too near the traveled portion of the road. It was thought if the opening was farther on the side of the road it would be much better. The Board here separated, it being about twenty minutes to six o'clock.

(Signed),

JOHN S. E. ROGERS, Secretary.

1861. July 3—The Fire Police having sent notice to the Board that they would not serve for the pay offered, (five dollars per annum) it was voted to rescind the vote whereby said Fire Police were appointed, and it was considered best by the engineers to appoint Special Police when occasion required the services of such officers.

July 30—At a meeting of the Board of Engineers, it was voted to appear dressed in dark clothes at the reception of Company G, 8th Reg't, M. V. M., on its return from the war.

August 2—The Board, excepting Messrs. Procter and Rogers, (who were otherwise engaged) marched in the place assigned them in the procession for the reception of Co. G, and while the services at the Grove¹ were proceeding partook of the hospitalities of Mr. Barnard Stanwood at his house in the neighborhood.

1863. June 25—The Board of Engineers and invited guests held a picnic at Rust Island. The day was a fine one and was spent in fishing, dancing, (music by Denmark) singing, etc. Nearly all of the party being singers, that department was well cared for, the Old Village Harmony being well represented. So well pleased was the company with the event that it was agreed to hold another as early as July 25th, at the old Stanwood Farm House at the Parish, and that each member take his wife, and to have a few invited guests, such as will be agreeable to the members.

October 18—The department turned out for parade, inspection and trial. The trial took place at Webster's Pond, the engines playing horizontally through three hundred feet of hose, being allowed three trials each. The following is the result:

Torrent, No. 5, 153 feet.

Steamer Cape Ann, No. 5, 182 feet.

Deluge, No. 6, 177 feet.

Steamer Magnolia, No. 2, 194 1-2 feet.

Gloucester, No. 6, 173 1-2 feet.

The best of feeling prevailed.

1868. September 14—Organized the new Steam Fire Engine Companies, having received notice of the disbanding of the old companies. Having also received notice from the Philadelphia and Boston firemen that they would visit this town in a body Sept. 23, voted, to make suitable arrangements for their reception.

¹ Whittemore's Grove, now a part of Oak Grove Cemetery.

September 19—Voted, to parade in full on the 23d, and receive the visiting firemen and do escort duty.

September 23—Grand parade of the Department, in which Resolute Hose Co., of Philadelphia, and the Fire Department of East Boston, Chief Engineer of Boston and other officials participated. Notwithstanding a heavy rain storm prevailed, the boys turned out strong and made a fine appearance. A grand dinner was given in the new Town Hall in the afternoon, at which the ladies were present in large numbers, and at which speeches, music and good feeling prevailed until five o'clock P. M., when the visitors were escorted to the cars and left for their homes well pleased with their visit.

1874—The Assistant Engineers were designated as 1st, 2d, 3d, 4th, 5th, 6th; the senior assistant to have command of the department in the absence of the chief.

March 4—An invitation was extended the engineers to hold their meetings and make their headquarters at the Steam Fire Engine House on School street, which was accepted.¹

September 9—Voted, to petition the City Council for an appropriation of \$400 for a firemen's parade.

October 14—The annual parade took place. The trial occurred on Washington street, and the result was as follows:

Steamer Cape Ann, 185 feet.

Steamer Magnolia, 203 feet 10 inches.

Steamer Bay View, 210 feet.

Hand Engine, Bunker Hill, 175 feet 2 inches.

Hand Engine, Defiance, 182 feet 2 inches.

Hand Engine, Gloucester, 196 feet 4 inches.

A dinner and a grand ball in the evening closed the festivities of the day.

1875. September 8—Petitioned the City Council for an appropriation of \$400 for firemen's parade.

¹ Previous meetings were held in some room in City Hall.

October 8—The annual parade of the department took place. A prize of \$30 was offered by Joseph O. Procter to the engine making the best time, and a prize of \$20 to the engine making the second best time, with a request that the trial should consist of a run of one-fourth of a mile, put the engine to work, and play a stream 125 feet through 200 feet of hose. The Bunker Hill, Lanesville and Defiance entered. Bunker Hill did not reach the 125 feet limit; Lanesville and Defiance both got the coupling on the hose bent by coming in contact with the iron work on the carriage and could not get their pipes on. As neither engine had won, Mr. Procter donated the money to the fund of the Gloucester Mutual Benefit Society. John G. Herrick, member of No. 5, was run over by a hose carriage, but not seriously injured. Henry Robinson of No. 4 was also run over by a hose carriage, but not seriously hurt. A dinner was given at City Hall with post-prandial exercises, at which W. F. Parsons, B. H. Corliss, John H. Woodbury of Beverly, Francis Procter, Jonas H. French and Charles P. Thompson each spoke. A grand ball in the evening closed the festivities of the day.

1875. March 13—The new bell for the East Gloucester engine house having arrived, was placed in the tower of said house and pealed forth its tones for the first time.

April 5—A communication was received by the Board requesting them to meet at Good Templars' Hall, Procter Bros.' building, on Thursday evening, April 27, to arrange for a suitable demonstration on the one-hundredth anniversary of our National Independence, and the Board voted to notify each foreman to meet at the hall of the S. F. A., Monday evening, April 10, to take action on the communication and to appoint a committee to confer with others relative to the celebration.

September 6—The Board voted to allow No. 5 Engine Co. to visit Provincetown and to be absent two days.

1877. September 5—No. 6 Engine Co. was granted permission to visit Lynn.

October 10—The annual parade and trial took place.

Engine No. 5, 171 feet 7 inches.

Engine No. 4, 156 feet 7 1-2 inches.

Engine No. 6, 155 feet 8 1-2 inches.

Dinner at City Hall, music by the Lynn, Salem and Gloucester bands. Grand ball in the evening closed the festivities.

1878. August 7—The Bunker Hill Co. were granted permission to visit Mystic Park with their engine on the 22d of August, provided they comply with the rules and regulations of the Board.

October 10—Voted to recommend that suitable apparatus be furnished for keeping water in the boilers of the S. F. E. at a suitable heat, to save time in case of a fire.

1879. June 4—The companies in charge of engines No. 4 and 6, asked permission to visit Danvers, to take part in the parade and trial, and the request was granted June 19 to No. 6 only.

1882. March 24—The following reorganization of the department was recommended:

To sell engines No. 6 and 8, place No. 4 and 5 in their respective houses. Place steamer Cape Ann, Relief hook and ladder and hose carriage 3 in No. 5 house; reduce No. 5 company ten men, and place steamer, hook and ladder and hose carriage in charge of the remaining men; reduce hose company 1 and 2 to ten men each, hook and ladder No. 1 to 15 men. Disband company of No. 4 and transfer hose carriage No. 2 to No. 4 house and appoint a company to have charge of the same. Sell hook and ladder house and land and transfer hook and ladder to hose house. Engineers Reblin and Marsh voted against this change.

XXI.

ITEMS FROM THE OLD TOWN RECORDS.

IN 1793 we find, as previously stated, the town voting the sum of £23 to repair its engines, and just before it threw off its town garments and donned those of a city we find it voting eight thousand dollars to purchase a new Steam Fire Engine and construct a building for the same, to be located at Bay View.

These figures serve to show the progress made in less than one hundred years.

A few items which may be of some interest to those who read the pages of this book have been taken from the town records, (the greater portion having already been used in the preceding chapters) and are inserted here with the gleanings from the records of the Board of Engineers, simply as matters of reference, omitting many things we would be glad to mention, but cannot as our space is limited, and for other good and sufficient reasons.

1844—George H. Rogers moved, which motion was seconded, that an engine with the house now belonging to the town be located in the West Parish.¹ Whether this motion was carried or lost, the record does not say.

¹ This probably refers to one of the old tubs, Cataract or Extinguisher.

1860—An article was inserted in the warrant to see if the town will purchase a suction engine for West Gloucester section, and to build a house for same (E. H. P. Herrick, et al.), but the request was not granted.

1864—An article appeared in the warrant to appoint a committee to investigate the cause of the late fire. (Petitioned for by E. G. Friend, et als.) E. G. Friend, J. O. Procter, R. Fears, T. J. Foster and A. Gilbert appointed.

THE COMMITTEE who were chosen at the town meeting of April 4th last, to investigate the cause of the destructive fire of Feb. 18, 1864, respectfully report, that they have had several meetings, and examined a number of witnesses, and from the testimony given in, they are of the opinion the fire originated in that part of Sawyer's Block which was occupied by Mr. Andrew Elwell, Jr., as a store and tailor shop; your committee are unable to state the precise cause of the fire, but are of the opinion that it was not the work of an incendiary, but the result of accidental causes.

ADDISON GILBERT,
ELBRIDGE G. FRIEND,
THOMAS J. FOSTER,
JOSEPH O. PROCTER,
ROBERT FEARS,
Committee.

Gloucester, April 28th, 1864.

Abstract of the Evidence before the Committee to investigate the fire of Feb. 18, 1864.

April, 1864. Moses H. Shaw, Jr., testifies that he saw fire about 4 o'clock, went to the rear of Sawyer's Block and discovered a blaze breaking from the eastern side of Mr. Elwell's back store, near the ell of the eastern corner, and the flame was about the size of his two fists.

Andrew Elwell, Jr., stated that he occupied one of the stores on the lower floor of Sawyer's block and also the basement of the same; the store is divided by a partition into a front and back shop; a stove was in each room, a fire is kept in the stove in the front room day and night, and in the store in the back part there is

fire only in the day, and is confident there was no fire in the back room stove after 8 o'clock in the evening previous to the fire; the funnels of both stoves led into the chimney on the western side of the room; there had been no fire in basement for two months.

Mr. Rich testifies that he keeps with Elwell and tends the fires, &c., &c.; on the evening previous to the fire put coal in the stove in the front room, a considerable quantity; at the time he left store at about 1-2 past 8 o'clock, left the stove door open as usual, examined the stove in the back room, and is certain there was no fire in it.

R. W. Tibbets testifies that he heard the cry of fire about 1-4 to 4 o'clock A. M., in the street, went to the third story window of his house, and situated directly opposite Mr. Elwell's store, and saw the fire in the front store; immediately dressed and hastened to have the bells rung; after he returned from the bells, the fire was just blazing out of the easterly side of Mr. Elwell's back store; went behind the store to the front door of entry, and in going up the stairs of the block, which leads to the offices, club-room, &c., &c., met a man coming down stairs who said there was no fire up there; when he first went from his house at the cry of fire, there was a few men in the street.

Mrs. N. Harmon testifies that she lives in Sukey Kinsman's house; saw the fire between 3 and 4 o'clock; awoke by the smell of smoke; saw the room over Mr. Elwell's tailor shop all in a blaze; put on a shawl, otherwise almost destitute of clothing, and saw men coming up Central wharf. They asked what is the matter, woman? said, see that building all in a blaze; when I saw it a second time, it was breaking out the room above Elwell's back shop.

Augustus Wendell testifies that he lives in the rear of Sawyer's Block, heard the cry of fire between 3 and 4 o'clock on the morning of Feb. 18, '64, arose and looked out, saw only a glimmer of light, supposed it in Sawyer's Block, went out, and in going round saw things coming from Mrs. Harmon's house, then saw the fire breaking out of Elwell's back shop, just above the basement, also a blaze above, near Smith's office; could have extinguished it easily with a few buckets water—blaze was about as large as a barrel.

B. H. Smith, Esq., testifies that he was in his office on the evening previous to the fire, and left it about nine o'clock, but had no

fire in his stove; is confident the fire could not have taken in his office.

Kilby P. Elwell says he knows nothing about the fire; occupied a room in the upper story of Sawyer's Block.

ADDISON GILBERT,
Sec'y Committee.

An article was also inserted to see what action the town would take in regard to the claim made against the town by John Parsons and others for damages done to their property during the late fire. A committee was appointed consisting of B. H. Smith, A. Gilbert and John S. Webber, to investigate all the claims of parties claiming damages to their property by the late fire.

To the inhabitants of the Town of Gloucester:

Your committee appointed at a special town meeting held on the 4th day of April last past to examine certain claims of parties for compensation for damage and loss of property during the late fire, have attended to that duty and report as follows, viz.:

Claims for loss of household goods, furniture, etc., caused directly or indirectly by the blowing up of the dwelling houses occupied by the claimants, by gun powder, were presented by Messrs. John Parsons, John Parsons, Jr., Dr. S. H. Worcester.

Your committee do not find that the town is legally responsible for the loss or damage to the goods of these parties. But in view of the circumstances in which these losses occurred, the persons who applied the powder, and the objects which they had in view at the time, your committee are satisfied that these losses present strong equitable claims upon your consideration, and that reasonable compensation ought, in justice and good conscience, be paid to said claimants. After a full hearing of the parties, therefore, and all advisable witnesses who could give any information upon the subject of these claims, your committee respectfully submit the following as reasonable sums to be paid to the claimants, respectively, as follows:

| | |
|--------------------------|------------|
| To John Parsons, Senior, | \$375.70 |
| To John Parsons, Jr., | 195.71 |
| Dr. S. H. Worcester, | 2,050.00 |
| | <hr/> |
| | \$2,621.41 |

Your committee ask that they may be paid a reasonable sum as compensation for services in the matter, and to be discharged from the further consideration of the subject.

B. H. SMITH,
ADDISON GILBERT,
JOHN S. WEBBER.

Gloucester, June 24, 1864.

A motion to adopt the report was negatived, and subsequently the above vote was recommended.

It was then voted that the report of the committee be divided, and that so much of said report as relates to Dr. Samuel H. Worcester awarding him the sum of two thousand and fifty dollars be adopted by the meeting.

Voted also, that so much of the report as relates to Capt. John Parsons, awarding him the sum of three hundred and seventy-five dollars, which sum is to be in full of all demands against the town.

Also voted, that so much of the report as relates to John Parsons, Jr., awarding him the sum of one hundred ninety-five dollars seventy-one cents, said amount to be in full of all demands against the town.

That so much as relates to compensating the committee be indefinitely postponed.

1864—Resolved, that the Selectmen be authorized to pay John Parsons, Jr., in behalf of the town, the sum of one hundred and eight dollars, in addition to the sum voted him June 27, for damages to his furniture at the fire in February last as a mere gratuity and upon the principle stated in the report of the committee at said town meeting.

March 1, 1864, an article appeared in the warrant, to see what action the town will take in regard to the damage done to John S. Tappan's store, and under the said article, John S. Tappan presented a claim for thirty-six hundred dollars (\$3600) for damage to his store and business during the recent fire, and on his statement it was voted that the article above referred to be referred to the Se-



EX-CHIEF ENGINEER SIMEON A. BURNHAM.

lectmen and B. H. Smith, Esq., and that they be empowered to settle with Mr. Tappan upon such terms as they deem just and equitable.

1865—An article appeared in the warrant to see what action the town would take in reference to a demand made against the town by Gorham Burnham in regard to the burning of his buildings on the night of Feb. 18, 1864.

Also to see if the town will compensate Rust & Blatchford for damage done them on the night of the fire, Feb. 18, 1864. The articles were referred to the Committee on Claims, for damage by fire, that served last year, said Committee consisting of Benjamin H. Smith, Addison Gilbert and John S. Webber.

1865—An article appeared in the warrant to see if the town would supply rubber clothing for the use of the members of the Steam Fire Association. Voted no. Also to see if the town will cause one of the Steam Fire Engines to be placed in Torrent engine house, Prospect street, or purchase a new Steam Fire Engine for said locality—neither of which were granted.

1865—Voted, that the Selectmen and Chief Engineer be a committee to adjust any differences in the pay of the fire department that may arise the current year.

1866—An article appeared in the warrant to see if the town will reimburse Luther D. Pettengill, Chief Engineer of the Fire Department, the amount of money he has been obliged to pay on account of a law suit against him by John Parsons. The town granted the sum of \$1,425.98 in full.

Also to see if the town will purchase a fire engine and a suitable building for the same to be located at Riverdale. (Petition of N. D. Hodgkins, et als.)

Also to see if the town will sell the engine house on Church street. (Petition of Geo. R. Bradford, et als.)

Selectmen reported inexpedient to sell.

1866—The committee to whom was referred the subject of purchasing horses, carts, etc., for the department, reported as follows :

The committee, after very careful inquiry, have estimated the first cost of the horses, carts, etc., as follows, namely :

| | |
|--------------------------|--------|
| 4 horses, | \$1500 |
| 2 sets double harnesses, | 250 |
| 1 wagon, | 200 |
| 2 carts, | 330 |
| 1 stone boat, | 160 |

\$2440

For the running expenses :

| | |
|----------------------------------|--------|
| 2 men, | \$1200 |
| Grain, hay, etc., | 600 |
| Iron work, etc., | 200 |
| Interest on first cost of teams, | 150 |

\$2150

Your committee have estimated that the probable amount of receipts for use of the teams on roads and in other ways would be at least \$2000. (Signed), Cyrus Story, Charles Fitz, Wm. Bickford, Geo. P. Rust, William Jones, Bennett Griffin, Charles H. Wonson, Committee.

Voted, that the Selectmen, the Board of Engineers, and Curtis C. Cressy be a committee to purchase horses, carts, etc., agreeable to the report of the committee.

1866—The committee appointed to consider the claims of persons, growing out of the great fire of 1864, reported as follows, namely: That of Rust & Blatchford for \$26.75 for damages alleged to have been done to certain fixtures, awning, shutters and glass of a tenement store occupied by them, by the pulling down of J. S. Tappan's shop and building on Front street; your committee do not consider this a matter for which compensation by the town should be recommended.

That of Mr. Benj. Laroque for a barrel of gin valued at \$104.50, alleged to have been taken and used in one of the fire engines of the town is a claim more difficult to pass upon. It would seem from the evidence that the Chairman of the Selectmen at the time

ordered or permitted the gin to be taken to thaw out an engine, and upon that it was immediately taken away by somebody, but by whom, and whether it was actually used at all in any engine, the claimant has been unable to show, although there is a strong probability that it was used for the purpose stated.

The claim of Edward Parsons for damages done by authority to his barn and shed to the amount of \$90, being the real cost of the repairs of the same, is just and ought to be paid.

Mr. Laroque's claim was indefinitely postponed. Mr. Parsons' claim was paid, and the committee was discharged.

Feb. 1870—A petition of the engineers to see if the town will purchase a first-class steam fire engine, a new hose carriage and hose and erect a suitable building for the same, and ask the sum of ten thousand dollars for the above purpose. This petition was indefinitely postponed.

1870—The department consists of two steam fire engines, three hand tubs, one four-wheel hose carriage, two two-wheel hose carriages, one more four-wheel hose carriage to be added June 1st. The whole amount of hose belonging to the department is nearly five thousand feet. One hook and ladder truck complete, also belongs to the department.—*Chief Engineer's Report.*

1871—To see if the town will authorize the Selectmen, if they deem it expedient, to purchase the lot of land at the corner of School and Procter streets adjoining the engine house on School street. This petition was granted and it was voted to purchase the land.

1871—The additions to the fire department have been one new four-wheeled carriage and 800 feet of leather hose.

The engineers have built and finished three reservoirs: One on Jackson street, containing 50,000 gallons—this is a brick reservoir and fills from the top. One on Procter street containing 80,000 gallons—this is a stone reservoir and fills from the bottom—a large flow of water. One on Mason street containing 60,000 gallons—

this is a stone reservoir and fills from the bottom—good flow of water. One on Hammond street, on the hill; this was an experiment and when completed, it will be the best reservoir in town. —*Chief Engineer's Report.*

A petition of Geo. J. Marsh and others to purchase a lot of land adjoining the lot of Engine Co., No. 6, at Eastern Point, and to grant money for the same. Voted, that a sum not exceeding \$125 be appropriated for the above purpose.

1872—Petition of Jonas H. French, et als., for the purchase of a serviceable fire engine for use at Bay View, was indefinitely postponed.

A petition of Michael Duley, et als., for a sum of money to procure a new fire engine of second-class, Jeffers built, for Lanesville, was indefinitely postponed.

A petition for an engine house at East Gloucester for use of Engine Co., No. 6, was referred to the Board of Engineers, who reported at the May meeting that it would be for the best interest of the department to change the location of the engine house at Eastern Point to the immediate vicinity of the reservoir, and recommend that the sum of \$3000 be appropriated therefor, amended as follows: That the engineers be authorized to sell the old engine house and land at East Gloucester, and the sum received therefor be a part of the appropriation, also amended by substituting two for three thousand dollars.

This report, as amended, was adopted.

1872—A petition of A. F. Harvey and others, for rebuilding or repairing the engine house on Washington street, occupied by No. 4, was referred to the Board of Engineers, who reported at the May meeting that they would recommend that the sum of thirty-five hundred dollars be appropriated to build a new house and purchase a lot for the same. J. O. Procter made the following motion as a substitute for the report on Bunker Hill's house:

Voted, that the sum of four hundred dollars be appropriated for repairs and alterations of the present building.

1873—A petition of R. W. Ricker and others to purchase a steam fire or hand engine, and erect a house for same on land owned by the town near Bradstreet school house.

Voted, that the sum of \$8000 be appropriated for a steam fire engine house, etc., at Bay View. This was about the last thing the town did for the department.



XXII.

LIST OF FIRES SINCE 1873.

BEFORE proceeding to a review of the Department as it exists to-day, the following list of fires since the incorporation of the city, completing the record of all known fires in Gloucester, should find a place.

1874. January 13, alarm caused by the burning over of a kettle at Price's drug store, in the absence of the clerk.

January 26, an alarm of fire was caused by a slight fire at the Collins school house.

March 4, slight fire in store formerly occupied by Chas. E. Grover.

March 11, fire in block on Park street, owned by Wm. P. Dolliver; extinguished without the assistance of the department.

April 16, false alarm from building corner Rogers and Central streets.

May 2, burning of straw in rear of Sanborn's block, corner Pine and Washington streets.

June 16, Cressy & Bray's slaughter house at the Cut, destroyed.

September 16, slight fire at house of John Silva, Perkins street, where a candle upset and burned the bureau.

September 17, false alarm from Lanesville, caused by lights on Thacher's Island looming up in the fog.

October 15, alarm caused by the burning of a bed at the house of Peter Coffey, on Beach street.

November 6, fire discovered in the house of Mrs. Catherine Smith, on Sargent street; the firemen were soon on hand and did well to get control of the flames. Mrs. Smith received a bad cut on the head, and Mr. John Coull, engineer of steamer Cape Ann, had the top of two fingers taken off by machinery.

December 11, the house of Chas. Osier, Ward 1, was found to be on fire; the department were all out, but the fire was put out before they reached there.

1875. January 8, house of Mrs. Cynthia Saville, on Orchard street, partially destroyed; loss about \$900.

January 17, slight fire at St. John's Episcopal church, on Middle street.

February 7, second slight fire at the Episcopal church, caused by defective chimney.

February 14, slight fire at the smoke house of Wm. H. Wonson & Son; loss, \$150.

February 16, bakery of Alonzo Wheeler, in Ward 6, destroyed. The Deluge was the only engine present, owing to bad condition of streets; loss, \$2800.

March 14, 1.45 A. M., burning of the Davis House, on Main street, owned by Josiah O. Friend and occupied by William P. Davis. Four persons perished in the flames, viz.: Hector Skenon, Hugh C. Logan, Mrs. Margaret E. Walton, Miss Julia Kelley. Most of the boarders lost all they possessed. The fire must have originated in the room which the boarders and lodgers used for a smoking and reading room. The Western Union Telegraph Co. occupied an office on the first floor, but its instruments and effects were saved. The firemen worked nobly; they lashed together the ladders, and tried to rush up the smoking stairways, and used very effort to rescue the people in the house, and remained until daylight playing upon the fire, while the most of them were kept busy all day fixing up the machines, filling reservoirs, etc.

March 19, slight fire in store owned by Dr. Jos. Garland, and occupied by A. B. C. Carlstedt, a music teacher.

March 20, alarm caused by slight burning of the building in the rear of the First National Bank, owned by Capt. F. G. Low. Defiance got first stream on. Hard traveling through the snow.

March 22, alarm from house corner of Middle and Short streets, caused by fat boiling over on stove.

March 23, blacksmith shop of Mr. Chapman, at Rocky Neck, destroyed.

April 5, false alarm from brush burning near Burt Emerson's.

April 6, explosion of gas at the store of Alex. Mulligan.

April 24, fire at barn of Gorham Burnham, caused by the burning of thatch on the roof.

April 30, slight fire at tenement house of Harry Wonson.

July 3, brush burned near house owned by Cape Ann Granite Co., in Ward 7.

July 31, fire in house of Mr. Stenstreen, on Blake's Hill, caused by children playing with matches.

September 18, alarm from the house of Addison Woodbury, at Folly Cove. The neighbors were prompt to respond and thought they extinguished it, but it broke out again and the bells were rung from Lanesville, Bay View, and Annisquam. The fire was put out by the steamer; loss, \$300 or \$400.

October 7, Day's ice houses at the Farms, destroyed. Fire undoubtedly incendiary. Four large houses, valued at \$10,000, in which were sleighs, wagons, buggies, etc., valued at \$1000, stored by Nathaniel Webster; sleds and pungs stored by Reed & Tarr, valued at \$300; and sleighs and pungs stored by A. C. Andrews, N. H. Phillips, Simeon Merchant and others, destroyed. The fire department were prompt, but owing to the long distance from town, the buildings were nearly destroyed. The engines were used to save the adjoining buildings.

October 13, slight fire in the house of Peter Smith, on Jackson

street. On returning from the fire, the hook and ladder truck, No. 1, ran into a flight of steps and was injured badly.

October 13, slight fire on board of the Br. schooner Mary Ann, lying at Steele's wharf.

December 7, barn burned in Rockport, making a bright light, calling out the department.

1876. January 8, alarm from the room occupied by the Reform Club in Sawyer Block, occasioned by smoke from a defect in the stove-pipe.

February 23, P. M., building owned by Mrs. John Bent, and occupied by Thomas Cosgrove as an oil clothing manufactory, destroyed. The fire caught the building of Chresten Nelson, sail and net dyeing establishment. Wind strong from the north-west. Very cold. Dwelling house of Mrs. Esther Reed, badly scorched. A large building on Vincent Point caught from the sparks. Total loss, \$13,275. Engineer Lane and Frank Douglass fell overboard, but were rescued after a short bath. Hard time with the hose on account of ice.

February 24, still alarm from Warner house on Middle street, caused by chimney on fire.

March 7, barn of Epes Porter, on Central Wharf, almost a total loss; firemen deserve great credit for their efforts, as it was very near to the wharf of Charles H. Boynton, where he had 100 cords of wood stored, and it would have been an extensive conflagration.

April 18, fire in tenement house corner Central and Rogers streets, caused by spontaneous combustion of oil clothes lying near shavings and rubbish.

June 25, the cider mill at West Gloucester, belonging to Abram Haskell, took fire in the thunder storm, and with the goods stored there, wagons, etc., was damaged to the amount of \$1500.

June 25, rubbish in rear of Kilby W. Elwell's. Firework manufactory burned.

June 25, alarm caused by the striking of Benj. Thurston's house by lightning, setting fire to some clothes in the closet.

June 28, Isaac Proctor's house partly burned in consequence of defect in chimney.

July 22, alarm caused by the burning of a spit-box filled with sawdust, in the building occupied by Nicholas Gangloff as a billiard saloon. Building owned by Geo. Grier. When discovered, the fire had burned through two floor boards and was extinguished by the Babcock Extinguisher, from the Police Station.

August 1, Morrisc & Ellery's paint shop on Duncan street, destroyed. Cause, spontaneous combustion; damage, \$1500.

September 2, fire in room occupied by Kilby W. Elwell, in the manufacture of fireworks. The Babcock Extinguisher from the Police Station was very effective in putting out the flames.

October 1, burning of chimney in tenement house on Commercial street.

October 13, slight fire in a partition in store occupied by Joseph Green as a dye house; on Spring street.

November 6, woods on fire near Magnolia, and the houses near by in danger. Steamer No. 1 and hose carriage No. 2 were sent down, but found no occasion to play. A heavy rain during the night extinguished all the fire in the woods.

November 27, rags on fire in tenement house corner High and Washington streets.

December 3, fire in house owned by Wm. H. Haskell and occupied by Henry Wiley, caused by defect in chimney; loss estimated at eight hundred dollars.

December 9, slight fire in a dwelling house on Orchard street.

December 11, fire in house occupied by George A. Watson, caused by children playing with matches; loss, \$100.

December 14, still alarm. Fire in house of Lewis Millett, Ward 5, caused by children playing with matches.

December 16, fire in building of John Sullivan, occupied by J.

McDonald as a saloon; caused by fire being thrown in wooden spit-box filled with sawdust. Probably had been burning all night. Fire put out by Extinguisher from Station House.

1877. January 3, house of Daniel Cahill, Bay View, destroyed, supposed to have caught from a defective chimney. The family had barely time to escape with their night clothes on from the burning building; loss estimated \$800.

February 8, alarm caused by the burning of a bed in the boarding house of Mrs. Bridget Godet, on Short street.

March 12, alarm caused by children setting fire to rags in garret of a house situated on Washington street, owned by the Mason estate.

April 8, alarm caused by the bursting of a kerosene lamp in the house occupied by Dean Perkins on Friend street.

April 13, alarm occasioned by the burning of some rags in a barrel in Peter Dunn's house, corner Washington and Pine streets.

May 15, fire in the wooden building, No. 27 Spring street, owned by Joseph Friend. Loss on building, \$2500; the first floor occupied by Thos. Nelson as a restaurant; loss, \$150; the second floor occupied by Mr. John Ingersoll and Mr. Isaac Herrick, both of whom lost considerable by both fire and water. Mr. and Mrs. Nelson were arrested on charge of having set the fire and were held in \$1500 each to await examination. Thos. Nelson was convicted of arson in the Superior Court at Newburyport and sentenced in October same year for two years.

June 24, alarm caused by the burning of a hen coop on West Prospect square.

July 2, slight fire at the dwelling house of Mrs. Mary Lane.

July 4, fire in Sullivan's block, Washington street, caused by fire crackers thrown in a window.

July 5, burning of wharves of Swett & Co., dealers in lumber, etc. Losses were as follows: Swett & Co., \$20,000; Cunningham

& Thompson, \$2500; Jacob Bacon, \$1000; Mrs. George H. Rogers, \$500; George J. Marsh, \$200.

November 3, slight fire at the Boston Branch grocery store, caused by the explosion of a kerosene lamp.

November 9, alarm caused by the burning out of an iron tank near B. Haskell & Sons, on Spring street.

1878. January 23, slight fire at dwelling house on Cross street, occupied by Gorham Merchant, caused by a child playing with fire.

January 23, alarm from Cape Ann Granite Co.'s locomotive shop at Bay View; damage trifling.

January 24, alarm caused by the burning of the floor in the blacksmith's shop of A. Voss, on Duncan street; damage trifling.

January 26, Isaac Stanwood's glue establishment at East Gloucester, entirely destroyed. It was thought to be the work of an incendiary.

March 17, alarm from a story and one-half house on the east side of Gardner's Brook in Norwood's field, owned by Julius Wenneberg; loss, \$1500. Incendiary.

March 24, fire caused by a defect in the chimney in the house owned and occupied by Wm. Sleep, near Foster's drug store; damage, \$150.

March 26, fire caused by a curtain catching fire from a lamp left in one of the chambers in the house owned and occupied by Augustus Wendell, in rear of 71 Main street; damage trifling.

April 5, fire discovered in the balcony of school house on Washington street, known as the old Town Hall, just as school was dismissed. Extinguished without an alarm. A boy named Hall was arrested on charge of setting the fire; there was no use made of balcony except to stow away some papers in a barrel.

April 9, some persons saw the reflection of a fire from the stove in the second story of the Forbes school house on Washington street, and gave an alarm.

April 13, burning of the "Old Duley Barn," owned by Andrew Madison; loss, about \$200.

May 5, house of Charles McDonald, on Spring street. Fire confined to the center of the house where it originated. Cause, spontaneous combustion. Family away at time; loss, \$200.

June, grocery store on Warner street, owned by Edwin E. Cressy, and occupied by Gorham A. Parsons. Cause unknown.

June 3, alarm caused by the finding of a coat on fire in the under part of a building owned and occupied by Burnham Brothers as a counting room, near the railway.

June, a fire started in a house owned by Mrs. Kelley, near the Troy house, Magnolia; a message was sent to the Chief Engineer, but owing to scarcity of water and the remote distance they did not go.

June 23, slight fire in rear of Mrs. Wm. White's house on Park street.

June 30, slight fire in the basement of the house at the old Fort, owned and occupied by John O'Maley; caused by spontaneous combustion of oil clothes and seamen's clothes stored away behind the partitions of the cellar.

August 3, slight fire in unoccupied ice house of Nath'l Webster.

August 10, alarm caused by the burning of a small blacksmith shop in the rear of Hubbard's bakery on Prospect street, owned and occupied by E. D. Blanchard. Cause unknown.

August 10, a bed caught fire in the house owned by Henry S. Wonson on Mt. Pleasant street, at East Gloucester.

August 10, house of Alpheus Parker, No. 5 Saville street, Bay View, struck by lightning; fire was checked by Chemical Engine, No. 1; damage \$200.

September 20, an alarm was caused by the ringing of the bell on engine house No. 6, for a special meeting.

September 30, Fenian Hall, Rogers street, during the Butler flag-raising, caught fire from fireworks. Extinguished by the police.

October 13, slight fire at 131 East Main street, owned by Geo. Parsons, and occupied by N. B. Parsons & Co., as a variety store.

November 17, alarm caused by the burning of house at Bay View, owned by Cape Ann Granite Co., and occupied by Scott Webber, foreman of the works. The house must have been plundered of all its valuables and then set on fire; furniture considerably damaged.

December 12, house corner of School and Addison streets, occupied by Albert Grier, was discovered to be on fire by George Lane; during the absence of the parents, the children built a fire in one of the closets, but it was fortunately discovered before doing any damage.

December 15, smoke issuing from the chimney of the old Catholic church passing in and around the steeple so thick that the passers-by supposed it to be on fire and gave an alarm.

1879. January 4, brick building belonging to the Bulkley estate, Main street, occupied by James H. Joyce as a boot and shoe store, and by Albert Bulkley as a dwelling; the fire originated in the basement near the chimney.

January 20, slight fire in a variety store occupied by John G. Cogill, Independent Block, East Main street; supposed to be the work of an incendiary.

January 23, false alarm, caused by workmen preparing to go to Fernwood Lake, meeting on Main street, near the Custom House, and making so much noise, some one near City Hall thought it must be a fire, and rang in an alarm.

January 24, midnight, summer residence belonging to estate of Geo. O. Hovey, at Fresh Water Cove, destroyed. Fire caused by a defective flue in the furnace.

January 27, slight fire in boarding house on Boynton's coal wharf. Extinguished by the police and inmates of the house. Caused by an intoxicated person going to bed smoking a pipe.

April 9, slight fire at house of Jos. Norwood; some clothes placed too near the stove took fire.

April 30, house owned by Col. John Clark, West Gloucester; loss, \$300. Work of an incendiary.

April 30, a small fire at the house of John Main, Ward 6, caused by the burning out of a chimney.

June 7, a small fire extinguished by Chief Engineer Lane, Geo. Sanborn and S. L. Clark, at the house formerly owned by William White, Prospect street, caused by children setting fire to a bed.

June 17, a fire in the house of Daniel Duffy, Mt. Vernon street, caused by children setting fire to some clothes in a closet; damage \$30.

June, some boys set fire to a lot of straw close to the barn of Levi Dennen in Lanesville.

July 4, slight fire at Dolliver Bros.' store, caused by fireworks.

September 3, fire at the fish houses on Milk Island, belonging to Henry Webb.

September 27, John F. Carter's oil clothes factory, owned by the estate of Josiah O. Friend, destroyed. A very serious fire, destroying and damaging a large number of buildings on Duncan street and Main street, with heavy loss. Loss on factory about \$3000; Mr. Carter estimated his loss at \$10,000 on stock, fixtures and materials; McKenzie, Hardy & Co., loss, \$700; Eureka House, owned by Peter Sinclair, and a small building adjoining; the house occupied by Wm. H. Thomas; John Bennett's building, stable underneath, furniture stored in building; building occupied by Philip Goldthwaite, loss, \$75; Jere. Sullivan's, \$500; May Larkin's, \$100; Joel Estabrook's property, consisting of a small shop on the corner of Duncan and Rogers streets, and a dwelling house on Rogers street; loss about \$6000. Mr. Millard, who occupied a part of the shop, lost tools valued at \$75. Mr. W. W. Small, who occupied part of the house, lost \$200 on furniture. The next was owned by R. R. Fears, and occupied by Otis Fears, oil clothes, also Chas. Herman; in Low's Block, Dr. H. P. Huston, Fitz McIntosh, sustained losses to quite an amount. The first floor and

basement was occupied by the Holly Tree Inn, and the furniture and fixtures were all destroyed; Abbott & Reynolds of Salem also had a provision store on first floor. The Gloucester National Bank building was badly damaged. Basement occupied by N. H. Phillips and H. L. Follansbee, the last named lost furniture, etc.; second floor occupied by D. E. Woodbury and Stephen Dodd, both lost about \$100. Third floor occupied by Masonic Lodges. Quite a loss on Burnham's Block. The building owned by estate of G. Burnham, and occupied by Curtis Cressy, was burned; Mr. Cressy netted his loss for \$175. The building on Parsons street, owned and occupied by Gardner & Smith, was damaged to the extent of \$300. S. G. Scammon occupied a part of the building, but escaped without loss. A detachment of Police with Chief Osborne of Salem, steamer Wm. Chase, and relief hose from Salem, and steamer Beverly from Beverly; Silver Grey and Pigeon Cove from Rockport were present and did good work.

December 6, a small fire occurred at the carpenter shop of Geo. W. Browne, Short street, caused by children setting fire to shavings.

December 18, small dwelling house, owned by Washington Niles, at Niles' Farm, and occupied by Capt. James Loveland, destroyed.

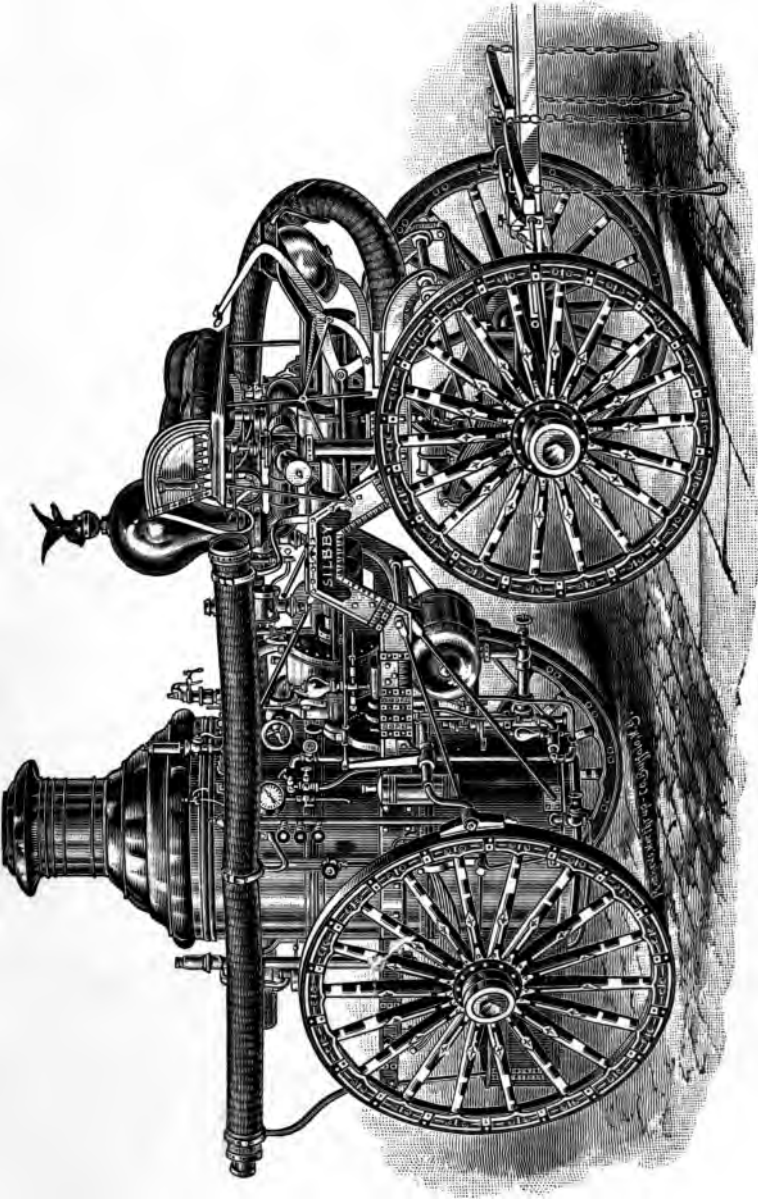
December 19, burning of a dwelling house at Fresh Water Cove, belonging to Samuel Wolfe. Steamer Three played through thirteen hundred feet of hose.

December 19, still alarm from fire in a house on Addison street. The child of Alphonso Brown badly burned, extinguished by Chief Engineer Lane.

December 22, alarm caused by the furnace in the house of Stephen Dodd, setting fire to the floor overheated. Slight damage.

1880. January 31, straw burned in tenement house of A. Voss, on Duncan street.

February 7, alarm from the shop of C. J. Gray on Main street. Cause, spontaneous combustion.



THE SILBEY.

February 13, in a house on School street the funnel became disconnected and caused a fire.

February 28, a small fire at the house of Michael O'Maley, caused by the wood box taking fire.

March 20, boys set fire to a bale of hay in a small building on Sargent street.

March 24, Cape Ann Foundry was set on fire by overheating of some iron.

April 13, Scandinavian House on Locust street caught fire from the upsetting of a lamp in the upper story.

April 15, fire was discovered in the same house; bed found burning in an unused room, supposed to be work of an incendiary.

April 18, alarm from East Gloucester, caused by the partial burning of the shop of Edw. K. Coas.

May 8, false alarm. Some one saw smoke in John Grant's house and thought it must be a fire.

June 15, the burning of a bed in the house of Isaiah O'Hara, on Pearce street.

June 15, fire in Howe's Block, caused by the burning of a bed.

August 3, fire caused by burning of a lot of rubbish on Howe street.

September 3, 1 A. M., fire in the cider mill of Jacob Andrews, at West Gloucester; also house and barn.

September 21, slight fire at the house of Wm. Connors, at Bay View.

October 1, house of Edw. Wenneberg threatened with fire by burning of a bed.

October 7, fire occasioned by the burning of oil-clothes in a tenement house belonging to estate of Simeon Burnham.

October 13, fire caused by overheating of stove in the house of Mrs. Urquhart.

November 1, house of Wm. Connors took fire.

November 6, oil house belonging to James A. Stetson and occu-

pied by Thos. Knowles and Fernald & Co.; totally destroyed with contents.

November 10, fire in a building used for fancy work, owned by Ephraim McQuinn.

November 12, burning of straw at house of John Urquhart.

November 15, in response to a telegram, steamer 1 and company attached to same went to Manchester by rail and assisted in stopping the fire in that town caused by the burning of the tannery.

December 2, alarm from the house of John Rowe on Cross street, where some children set fire to a bed.

December 18, machine shop of A. P. Stoddart, also occupied by Wm. C. Lynn, wood turner, found to be on fire. One of D. M. Hilton's horses, valued at \$500, was killed at this fire.

December 22, alarm was rung, because the stove in the house of Eliza Lowe on East Main street got overheated.

December 30, house owned by William Younger and occupied by Wm. Shiverree, on Washington street, destroyed.

December 30, fire in the forecastle of the sch. Ivanhoe, caused by wood-work taking fire from stove.

1881. January 3, slight fire at the house of Robert Douglass, Plum street.

January 28, a barrel of mixed paint burned at the paint shop of Cunningham & Maguire, on Beach street; loss, \$300.

January 31, schooner Northern Star at Lanesville, damaged to amount of \$300.

February 21, fire in an unoccupied building on Duncan street, owned by George Harvey.

March 14, fire caused by the boiling over of some pitch at Dan'l Allen & Son's sail-loft.

March 18, building belonging to George R. Bradford on Fort square. Probably incendiarism.

March 27, slight blaze at Burnham's railways, caused by the wharf taking fire from the pot used for boiling pitch. Extinguished by police officer Barrett.

March 29, some boys set fire to a seine belonging to J. Fletcher Wonson & Co., of East Gloucester.

March 30, boarding house of Chas. Herman on Hancock street damaged by fire, caused by the upsetting of a kerosene lamp.

April 15, Steamer No. 3 and Good Will hose carriage with companies attached to same, went to Fresh Water Cove and did excellent work in preventing the spread of fire in the woods in that vicinity.

April 25, it was deemed expedient to send help in answer to petitions of the people at Fresh Water Cove, who were in fear of fire raging in the woods, and steamer No. 3 and Good Will hose No. 1 were sent and did good service.

April 28, again by request, it was thought best to send help to Fresh Water Cove, and Steamer No. 1 and Hose No. 1 and 2 rendered great assistance.

April 28, fire was discovered in rear of express shed of Gloucester Steamboat Co.; the flames soon spread to the lumber shed at Parkhurst's Railway, the coal shed of Gas Co., and the ship carpenters' shop at the railway, which was saved in a damaged condition; loss over \$6000.

June 2, barrel of shavings found on fire at the house of Hiram Rich on Western avenue.

June 25, fish factory of Fred. L. Stacy, occupied by New York parties.

July 4, house of Fred. Allen, on Washington square, caught from a fire cracker.

August 27, lamp exploded at the house of the late Capt. F. G. Low, Ivy court.

September 16, fire in a building owned by Dolliver Bros., Short street, occupied by Thomas F. Cushing, and for a saloon on the corner occupied by Barney Hogan.

October 2, fire in the tin shop of I. C. Mayo, No. 90 Main street, caught from a defective flue; also damaged the building of George

Grier severely; latter occupied by James Pettigrew and others; loss, \$22,000.

October 5, fire at the residence of William McDonald, at Magnolia, caused by a defective flue.

October 6, Dennison's Block, supposed to have caught from the chimney.

October 27, house of Edward McKnight, at Lanesville, occupied by Christopher Amzeen and family, who lost all their goods.

November 18, slight fire in the attic of J. H. Swift's furniture store, on Washington street.

1882. January 28, alarm caused by a drunken man hollering.

March 30, fire in the provision market occupied by S. J. Carter, on Washington street, caused by stove being near the partition.

May 11, alarm caused by the burning of a bed at the house of Emanuel Wonson at East Gloucester.

June 6, house of Chas. Noyes, Park street, caught by fire crackers.

June 7, slight fire at the house of Mrs. Shea, Lanesville, caused by burning of a bed.

June 8, slight fire at the stable connected with the Ocean House.

June 22, fire at house of Capt. Fitz J. Babson, on Western avenue, whose grandchildren were badly burned, and one died of its injuries.

August 9, fire at the house of Dan'l McDonald, Forest street.

August 9, fire at Montreal Opera House, caused by a lamp upsetting.

November 22, alarm from house of Ephraim McQuinn, East Gloucester, caused by a pipe setting fire to the lounge.

December 24, M. L. Wetherell's stable caught fire, caused by a defective flue. The department saved a conflagration.

1883. February 23, fire at Azor H. Tuck's fish house on Commercial street, caused by a defective flue.

March 15, fire in J. B. Maguire's paint shop.

March 18, quite a fire at the Sheridan House at Rockport; the steamer W. H. Jameson with horses, and Good Will and Moses Rust hose carriages went over the road and assisted the local engines greatly.

April 4, slight fire in Sullivan's Block on Duncan street, occupied by Lane & Heath.

July 4, the store of John Hawson, Main street, took fire, caused by fireworks exploding, blowing out the glass, setting fire to the sash and destroying all the fireworks.

July 4, house of Joseph Trask, Western avenue, was slightly damaged by burning fireworks.

July 4, the drug store of John Remby, Jr., on fire, caused by spontaneous combustion of red fire; the fire department did efficient service.

July 6, the store of John Hawson, Main street, on fire, extinguished by Hand Extinguisher, and a soda fountain from Davis's. Cause, spontaneous combustion.

December 9, cotton mill at Rockport, burned. Fire originated in basement and rushed up through the thousands of coils and threads and rolls of oily cotton till the building was completely on fire. The sprinklers in the house did good service in keeping it down until the steamers were on hand. Telegrams were sent to Gloucester, and the steam fire engine, Defiance, went from Gloucester by horses, and thus left the local engines, so they could play on the tenement houses and the Baptist church, both of which caught fire from the sparks; a second steamer from Gloucester, the Bay View, was taken up by the train from Salem and arrived about 10 o'clock. The gas house was easily cut off, and the falling walls and crashing ruins and teams filled with furniture were sights sad to behold. It was a terrible fire, and many thanks are due our department for their active efforts and efficient services.

The books and valuable papers were saved by the prompt care of

the efficient and faithful clerk, Mr. J. L. Woodfall; they were taken to his house.

A sad accident happened to Alfred Gorman of Gloucester, who had the drum of his ear severely injured by a stream of water from No. 3 thrown right against it. About 235 operatives were thrown out of employment; very fortunately it was a rather warm day and no wind, or the whole village might have been swept away.

December 13, fire in cabin of schooner Crest of the Wave; damage, \$200.

December 30, fire at Annisquam on the wharf owned by George J. Marsh. The building and contents were mostly destroyed. The firemen did good work in saving adjoining buildings; total loss, \$2700. The steamer Bay View and Col. Allen Hook and Ladder Company started and went over the Riverdale mills bridge in just seventeen minutes after the alarm was given.

1884. January 6, slight fire at the boot and shoe store, No. 30 Washington street, an overheated stove having set fire to the wood-work around the chimney. The breaking of the packing of the Chemical engine sent the fluid among the crowd, producing ruinous effects on the clothing of some of those who were thus wet down.

January 13, flames were seen issuing from the wooden building and lumber sheds on the grounds of the Eastern Railroad Company off Tremont street. The nature of the contents fed the fire quickly and soon one of the most weird sights was beheld by hundreds of people, as the flames leaped in the air, curling as it were, in mad delight. The new freight house, some twenty feet distant, was in danger, and a car load of kerosene was immediately pushed down the track. The ice house of F. W. Homans was on fire several times, but these were all saved by the energetic movements of the fire department. The fire pump on board the steam lighter Abbott Coffin was brought into requisition and played a good stream from Presson & Burnham's wharf, a distance of 2400 feet. John Livingstone subsequently confessed to having set this fire.

January 21, slight blaze in the oil house of Messrs. W. W. Wonsen & Bro., at Rocky Neck, which was fortunately extinguished by the watchman and another gentleman, after it had burned partly through the floor.

February 15, slight fire at the "We Six" club room on Main street.

March 26, tenement house, owned by James I. Webber, at the foot of Water street. Mrs. Bridget Carroll, who occupied the tenement, lost most of her effects, and Mrs. Kate Carroll was so completely overcome by the smoke that she was with difficulty removed from the house.

April 8, fire at the store occupied by C. A. Clark, Boston 5 cent store; stock totally destroyed, mostly by water. The tenement above was occupied by Sam'l S. Thurston, who lost his furniture; the show window of Gray's gun store and stock were damaged. Building was owned by Mr. Joseph Friend. Mr. Thurston's family barely escaped with their lives; cause of fire probably putting hot ashes in a barrel in cellar.

May 4, destructive fire at the Pebbly Beach House, a large three-story house with two ells, at Bass Rocks. The building and contents were entirely destroyed. Mr. Eben Frost and wife who resided there in the winter to take charge were awakened about 10 P. M., and found that the roof was on fire and had tumbled in. They found both kitchen doors open, which had been securely locked on retiring. Two weeks before Mr. Frost found cotton wool in a press closet saturated with kerosene oil. He had seen two men lurking about the premises a few days before, looking at the windows. The building was owned by T. A. Emmons, of Lawrence, Mass. Loss about \$10,000.

May 25, John Ahern's house at Bay View destroyed.

June 4, alarm from a shed in the rear of the Belmont House on Main street. A barrel containing kerosene oil and an empty barrel, both caught fire, and it was well under way when City Marshal

Moore arrived with the extinguisher. Just then some one opened another door, when another barrel of kerosene was found to be on fire. The Chemical No. 1 soon arrived, and a very threatening fire was soon controlled.

July 4, shed owned by B. Griffin & Son on Pine street, destroyed. The flames caught the end of a tenement house on Prospect street, owned by Mr. J. O. Procter and occupied by the families of Patrick Riley, Mrs. Hagan, Mrs. Richardson, Mrs. Eister and Mrs. Rourster, and it seemed at one time as if the flames could not be controlled, but the fire was finally put out. John Livingstone subsequently confessed to setting the fire.

July 4, Dr. Dennett's cottage at Coffin's Beach, totally destroyed, with its contents. Supposed to have been the work of an incendiary. Trumbull's cafe was saved by the exertions of the firemen and a good shower that came just then.

July 4, alarm caused by smoke issuing from top of Mechanics' Hall building. The fire was put out by buckets.

1884. July 22, fire on Duncan street, originating in the one-and-a-half story building of Messrs. Harvey & Tarr, the second story being occupied by D. Somes Watson as a carpenter shop. The fire blazed up the shute which was used to convey shavings for fuel from the carpenter shop to the boiler room, the shavings catching fire, it is said, by coming in contact with a piece of heated iron. Mr. Watson was absent, but his son Maylon was in charge, and so fierce were the flames that he and his workmen barely escaped with their lives. Mr. Wm. Tarr, of Harvey & Tarr, was obliged to flee so rapidly that he forgot his pocket book containing about \$100. The building was owned by Geo. Harvey; loss, \$2600; Harvey & Tarr's loss, \$3500; D. Somes Watson's loss, \$4000; Wm. C. Lynn, stock sawing and turning, \$300.

Mr. Geo. Harvey's blacksmith shop adjoining was also destroyed.

Mr. Geo. L. Fears' cordage store was wholly destroyed with

contents; Luther Hayden, dealer in oil-clothing and second-hand articles, lost most of his stock.

The stable, carriage house and shed, owned by Parmenter, Rice & Co., the building occupied by the Western Union Telegraph Co., and the tenement overhead occupied by Stephen Morrison and owned by Parmenter, Rice & Co., were destroyed.

The old sail-loft building owned by Mr. Robert Fears, occupied by Messrs. T. A. Langsford & Son, was also destroyed with its contents; also a small building owned by same person; Joel Estabrook, rigger, and T. A. Langsford & Son, store-house, one end of this building was badly burned; Wm. Reed's building, occupied as a saloon, was badly damaged; loss, \$1000. Geo. Rowe, Jr., wood-turner, occupied the building in the rear of Harvey & Tarr's building, which was also totally destroyed, owned by Mr. Geo. Harvey. Geo. P. Rust occupied the basement as a grease rendering establishment; loss, \$300.

The families in the Sullivan Block adjoining the steam bakery, moved out their furniture, but the building was not injured. The flames as they flew across the street first caught the house of Henry Martin, and the building adjoining owned by him and occupied by Patrick Bellew as a junk store; both were destroyed with their contents. Mrs. Ellen Knee lived up stairs and was burned and everything that she owned was destroyed or burned up.

The dwelling house of Peter Jodrey and Stephen McDonald, known as the Riggs House, was destroyed. Mrs. Duncan McDonald and Mrs. Jane Medlar lived in this house and lost furniture.

The Gaffney house, owned by Enslo Smith, was destroyed, his small store adjoining and stock were also damaged. The house was occupied by Hugh McKinnon, James H. Moore and Mrs. Mary McLain, who lost most of their effects; the residence of Patrick McAuley was considerably damaged by fire and thoroughly soaked; Dan'l McDonald, living in the house, had furniture damaged.

Capt. Neil McPhee's dwelling house, in rear of the old Riggs house, and furniture, were both destroyed.

Mr. A. Voss' three-story building was damaged to the extent of \$1800; the first floor was occupied by Levi Nickerson, oil clothing dealer; the tenements were occupied by Mrs. Alex. McLoud, whose loss was \$150; Mrs. John McIsaac, \$400; Mrs. Archie Cameron, \$350.

The roof of the stone cottage belonging to the F. G. Low estate, occupied by Thomas Lincoln and George Scott, was on fire several times, as was also the roof of Wm. P. Rust's residence, Voss' blacksmith shop, Mrs. Edw. Shepherd's, and other buildings, but they were saved by the persistent efforts of the fire department and parties on the roofs with buckets of water. Messrs. Elias Burnham, Herman Rust and employees of Mr. A. W. Dodd and others, did most efficient service in saving property by wetting down the roofs of the buildings in the vicinity. Most of the families in Shepherd's square removed their furniture which was more or less damaged. Several children got strayed away from their parents, but were all returned to them. James B. Brown, a pedestrian, rendered assistance and had his arms badly burned.

Steamers Joe Call and S. E. Wetherell came into the wharf and rendered much assistance by playing on the buildings.

Miss Mary Ames was in the Henry Martin house, when in full blaze, and Edward Kennedy and Michael Gillespie went in and through much effort, succeeded in getting her out.

The families who were burned out were mostly widows and children of fishermen.

Sch. Jonas H. French and another vessel in the harbor had sails burned by the sparks. Four roofs at East Gloucester, Parsons' sail-loft, W. C. Wonson's store, the old Parsons house and Samuel G. Wonson's packing shed caught fire but were soon extinguished.

Refreshments and dinners were served at the Pavilion, Ocean and Webster houses for the visiting firemen and police, and ours

also; Andrews & Co. furnished collation for the Lanesville, Bay View and Annisquam firemen; Messrs. A. W. Dodd & Co., and Steamboat Co. also furnished collations, and John Morgan a goodly allowance of iced lemonade during the fire.

The crew of the yacht Optic did much good in conveying away property.

Steamer Bay View, stationed on the wharf, was in great danger for awhile, as the horses could not be made to go through the smoke, and finally they were got on to a vessel with the help of Captain Plumer and others, who secured the vessel in case the engine might be needed. Arthur Rowe was badly burned.

The following workmen employed by Mr. Watson lost tools to the amount of one hundred dollars each: Alex. Chisholm, John Chisholm, Wm. L. Hodgkins, Clarence Hodgkins; a large number of others lost.

Defiance Steamer Company were stationed in the rear of the fire on eastern part of Duncan street, and thus did good service in holding it in check. George W. Tuck, Everett E. Tuck and James H. Lufkin, hosemen, had their face and eyes badly burned. W. T. Joseph had his hand disabled in the early part of the evening, but refused to quit and remained by the steamer.

The fire department were entitled to warmest encomiums for their persistent efforts in fighting the flames against such heavy odds.

Chief Lane and his entire force worked with a will. He did well to summon assistance as it looked as if the flames might sweep Duncan's Point.

Lynn sent Empire steamer, No. 2, and a hose carriage with a detail of police under Marshal Hoitt. Salem sent steamer No. 3 and a hose carriage with police and twenty men, and Beverly sent steamer No. 2 with twenty men by special trains. Mayor Hill and Alderman Pettis of Salem came on the train, which was filled to repletion; fortunately the fire had been got under control, but the spirit which prompted such kindness was fully appreciated.

One objective point was the premises of Parmenter, Rice & Co., and strenuous efforts were made to prevent their buildings from burning, as if the fire had obtained a foothold there, it would have swept around to the Atlantic Co.'s premises, Parkhurst's Railways, the Gloucester Steamboat Company's wharf, and thence to the premises of A. W. Dodd & Co., where were some two thousand barrels of inflammable oil in the tanks; this would have been apt to spread to the stone cottage and the Shepherd house. The fire-boat came into play here, and with the stream to the leeward of the fires was effective, together with the roofs being kept wet, until at last, it was a great bare place of smoking ruins.

August 11, fire at the dwelling house, No. 18 Pearl street, belonging to Oliver Younger; the fire being in the partition, considerable water was thrown before it was extinguished. The families of Albert E. Dennison, James Green, and Charles Wilson had their furniture greatly damaged; a pedler of silk, boarding there, lost his pack.

August 11, Officer Burns saw smoke issuing from Brown's meat market, caused by a kerosene lamp left burning.

August 25, alarm caused by a fire in a wood-box.

August 26, the chimney of the Bray house on Mansfield street was on fire.

September 19, fire caused by the burning of some rubbish set on fire by some boys between two sheds, on Beach street.

November 7, burning of kerosene lamp at American House, Porter street.

November 12, alarm caused by the burning of a kerosene lamp on Rogers street.

November 28, slight fire in a shed attached to the building owned by George Nickerson on Western avenue.

December 5, false alarm at East Gloucester, caused by some one tampering with the box.

December 7, fire discovered by officer F. G. Strong in the store

of Simon J. Gray, 195 East Main street; it was raining in torrents at the time with a high wind. Steamer Gloucester, No. 6, was soon there, but it was evident that the store could not be saved. Steamers Defiance and the Jameson were soon both on hand. The house in the rear, occupied by Capt. Delf, was in great danger; also the large building, owned by George F. Ramsey, as a druggist; the building opposite, owned and occupied by Messrs. Wm. S., and Samuel G. Wonson was blistered with the heat. The building where the fire originated was a total loss; owned by the heirs of Samuel Wonson; the upper part was used as a hall by Excelsior Lodge, Sons of Temperance, who lost their furniture and regalias. The Methodist society also worshipped there and lost bibles and other articles left over from a fair.

December 8, fire at the stable of John Low on Mason street. It was the work of a tramp or the overheating of the hay.

December 16, slight fire in the old Grant house on Porter street, caused by a cigar thrown behind a trunk.

December 23, Messrs. Preston Friend and Albert S. Maddocks, conversing near the Custom Clothing Palace, smelt smoke and immediately informed Capt. McKenney at the Police Station, who, with his officers and extinguishers soon put out the fire without ringing in a general alarm. Had it got a little more headway, it would have required quite a tussle to have conquered it, and the two gentlemen who first discovered it, showed great coolness and good sense in not ringing in an alarm which would have been entirely unnecessary.

1885. January 1, fire in the building near the post office, owned by E. Adams, the photographer, and occupied by Andrew Lee as a 5 and 10 cent store, and F. F. Martin & Co., picture frame manufacturers; most of stock destroyed.

January 22, fire at B. Robinson & Co.'s oil-house; the wood-work caught near the boiler; one small building was destroyed and another somewhat burned.

January 30, fire on the roof of Cape Ann Anchor Foundry.

February 4, fire at the residence of Wm. Fanton, on the corner of Smith and Tremont streets. The fire got into the ceiling and was extinguished with considerable difficulty.

April 8, still alarm. Building owned by Chas. Parkhurst, and occupied by Thomas Mitchell as a saloon. Extinguished by the Chemical.

April 17, small blaze at the engine house belonging to the Cape Ann Granite Co., at Bay View.

April 19 and 20, fires in the woods raging all the last week, all around the Cape; the Chemical did good service.

May 9, rags upon which kerosene had dripped, burned in a rear room of the store occupied by Roderick McDonald, in Phenix Block, on Duncan street. The Extinguisher from the Police Station put out the fire.

June 8, fire at Parkhurst's Railway; some clothing having been thrown on the boiler took fire and spread to the wood-work.

June 18, slight fire caused by the burning of a sofa, scorching the wall and paper; it originated from sparks from a pipe.

August 3, some boys set a box of shavings on fire at Maddix Bros.

August 21, slight fire in the hold of Sch. Mabel Hill of Rockland, Me., lying at Friend's wharf, caused by an overheated stove.

September 27, fire in tenement house on Tremont street, owned by Mr. Chas. S. Tappan; the fire was principally confined to the ceiling above the third floor and was hard to get at. The reservoirs all around were emptied, and the principal danger was to the roofs around; a number of tenants had their furniture damaged.

1885. October 7, fire in the forecastle of Sch. Alice Norwood, at Boynton's Wharf.

October 10, fire on board of steamer Little Giant.

October 12, burning of the stable in the rear of the old Stacy estate, of which it was formerly a part, on Pine street. The stable

belonged to Bennett Griffin & Sons. A second alarm was rung in as it was in dangerous proximity to other houses. Through the efforts of the firemen, the fire was kept in one place, but everything was destroyed, building, seven houses, three buggies, a dog-cart, a democrat wagon, a dozen sets of harnesses, seven tons of hay, one hundred bushels of grain. The cause of the fire was incendiarism and was confessed to by John Livingstone, who also confessed to setting the two other fires that had destroyed the Co.'s property, (Jan. 13 and July 4, 1884.)

October 22, fire at the dwelling house of William Hackett, Rocky Neck, caused by a defective flue.

October 28, Belmont House on fire. Building owned by the sons of Josiah O. Friend. The whole working force was in order in less than half an hour after the alarm struck. The fire must have originated from the explosion of a lamp in one of the eastern chambers, or from a defective flue in the chimney. The lodgers, on awaking, found the corridor in flames, but succeeding in escaping by the fire escape. The man who was disconnecting the electric light, fell, and was struck when the roof fell, and severely injured. Several firemen were also badly hurt; the roof and the third floor were destroyed by fire and the rest of the building damaged by water. The north-eastern chimney and coving fell, breaking through the roof of the building occupied as an office by Fernwood Lake Ice Co. The hotel was occupied by Stephen A. Latter as a hotel and he was unable to save anything of clothing, furniture, or fixtures. The double store on the lower floor was occupied by the Belmont Clothing Store, Nathan Jacobs, proprietor, who was carrying a stock valued at \$30,000 to \$35,000. The wind being calm, the firemen were able to keep the fire within the house where it originated.

October 31, slight fire in John Sullivan's house, No. 60 Washington street.

October 31, fire in the house owned by Amos Story and occupied by Dan'l Douglass, caused by upsetting of a kerosene lamp.

November 21, fire caused by the burning of a trunk at the house of Thomas Joyce, on Gould court.

November 27, fire in a child's crib at No. 20 Liberty street.

December 8, a slight fire caused an alarm from box 16.

December 13, fire in the rear room at Gaffney's apothecary store in the E. S. Dolliver building, on the corner of Main and Chestnut streets. The fire did but little damage, but considerable loss resulted from water.

December 21, slight fire in Ambrose Jones' house at Bay View.

December 26, the house belonging to the Boynton estate, next east of it, caught fire around the chimney. The Chemical engine extinguished it before damage was done.

1886. January 7, fire at the *News* office, caused by the falling of hot coals from the grate in the brick work.

January 25, an overheated stove set fire to the forecastle of Sch. E. A. Horton, but it was soon extinguished by the crew.

February 25, chimney on fire at the house of B. F. Cook, on Vincent street.

March 1, a burning chimney at the house of John Crapo; second alarm caused by a bed in the Seaside House catching fire from a pipe.

March 3, a fire in the house of Benj. Low, occupied by George J. Hickman, George Torrey and George Rackliffe. The roof and attic got well on fire. The occupants saved their effects in a damaged condition; the building was an old one, moved back for Mr. Low to build his house, and he had added a story, (it was also the first building Mayor Parsons ever moved and it was regarded as quite a feat at the time.)

March 4, as Mr. Everett P. Wonson went into the store at No. 174 Main street, he discovered the soda fountain aleak and also discovered that the heating apparatus had set fire to the box. It had communicated with the box by the wood-work that was also afire, and the pipes having unsoldered, the soda had drowned out the fire.



EX-CHIEF ENGINEER GEORGE TODD.

April 9, burning of a bed at the house of Mrs. Anderson on Main street.

April 19, fire in the fore-castle of Sch. James A. Garfield, at Rowe & Jordan's wharf. The crew lost most of their effects. Assistant Engineer Marsh ventured too far into the smoking fore-castle and was with difficulty rescued by Parker Marr and E. E. Tuck. Fireman Geo. W. Tuck also had a narrow escape from suffocation, and William Robinson was thrown from a wagon, his horse being frightened by steamer No. 5, and cut a severe gash in his head.

April 19, the Chemical at Magnolia was called out on account of the fire in the woods that threatened to extend to the Forest House.

April 25, fire started on the south side of the Cape Ann Granite Company's Blood Ledge Quarry, the sparks being blown north, and worked its way to James J. Vernon's quarry, and in its course burned a building belonging to Augustus Lane.

May 4, fire at Folly Cove, began near the Hill Pasture and worked its way towards the nearest house; the Lanesville, Defiance and Bunker Hill engines soon put out the fire and saved quite a conflagration.

May 29, bed burned in a house on Cross street.

July 2, fire discovered in the barn of Alphonso M. Burnham, in the rear of his residence on Middle street. The steamers were soon at work and it was only by their active efforts that the Congregational church and a number of other wooden buildings were saved. It was probably caused by fire-crackers. The roof of the house No. 8 Procter street caught fire from the sparks of the steamer, but was quickly extinguished.

July 5, slight fire on the roof of Higgins & Gifford's house; extinguished without an alarm. A pile of lumber on Perkins street was also set on fire by fire-crackers, but was extinguished without an alarm.

July 20, fire in the house of the lighter, Abbott Coffin, at Whalen's wharf.

July 23, fire caused by the bursting of a kerosene lamp at the house of John E. Grant, Haskell street.

July 29, a blaze in the house, No. 18 Beacon street, owned by Wm. H. Oakes, and occupied by Henry P. Sargent and F. P. Davis, whose furniture was badly damaged.

August 4, barn at the Fort, belonging to Michael O'Maley and occupied by John O'Maley, destroyed. The fire had made considerable headway before it was discovered, and the barn and contents, including a horse, carryal, sleighs, hay and grain were all consumed.

August 15, fire in the grocery store of Fred. W. Cressy on Millet street, probably caused by a lighted match being dropped near a kerosene barrel.

August 23, fire in Gaffney's drug store, corner Main and Chestnut streets. The prompt action of the fire department prevented a fire which might have been very disastrous, as there were two families living in the tenements above, and the buildings around were all of wood; considerable damage was done by water.

September 26, fire at J. Edward Hartz's carpenter shop, rear of Main street. The building was destroyed and the fire spread to the adjoining building owned by Capt. Chas. E. Grover as auction rooms, and his son Charles as a stationery and fancy goods store, which was promptly subdued. The building where the fire originated belonged to E. L. Cook. Mr. Hartz lost stock and tools valued at \$2000. Capt. Grover's loss was about \$1000; Mr. C. E. Grover, Jr.'s loss, \$1000.

September 30, burning of the building owned by Nath'l Webster on Main street, occupied by Post 45, G. A. R., W. A. Newman, clothing dealer, Chas. E. Crowe and the Mutual Telegraph Co. offices, and Harvey E. Knowles, hair dresser. The fire had got under considerable headway, and the firemen had to pour in a good deal of water in order to get up the stairway. The Grand Army Hall was fortunately not reached by the fire, but it was thought

best to remove the pictures, Gen. Grant and Col. Allen, Jr., to a place of safety. C. E. Crowe's loss and the Telegraph Co.'s was trifling, mostly damaged by water.

September 30, carriage house of Isaac A. Proctor at West Gloucester, destroyed.

October 5, fire on the roof of the Cape Ann Anchor Works; the scarcity of water proved a great drawback to the extinguishment of the fire, which at one time threatened to consume the entire premises. The Chemical did excellent service as did also the private hose of the company attached to a donkey engine; the hoseman, John Geagan, was on the roof putting on the stream wherever available, running the risk of falling through at any time, and laboring under the disadvantage of short hose, but on he worked and with the help of others, kept the fire where it originated. Finally a stream was brought from the Exchange street reservoir through 3300 feet of hose after the fire was pretty well subdued; the tide being low made it worse.

October 8, fire in the upper part of the building, No. 70 East Main street, owned by Mrs. Lucy D. Rogers and occupied by Abram T. Norwood and John Hamilton. Mr. Norwood lost \$300 in his pants hanging by the bed. The fire occurred at low tide, and it was necessary to force water from Norwood's wharf and up over Point Hill from the hydrant nearly opposite Bass avenue.

November 1, fire in the forecastle of Sch. New England at Pews' wharf.

November 1, slight fire in Call's paint shop on Washington street.

November 8, fire in the two-story building, No. 15 Commercial street, owned by Wm. P. Davis. The lower store was occupied by Wm. P. Davis, Jr., as a bakery, and the upper story as a tenement by J. F. Wonson and mother. The fire caught around the ovens and from its close proximity to Page's stable and the adjoining wooden buildings, it was feared that it would prove to be a terrible

conflagration, but it was early, and the fire department as usual were right on hand; a stream was soon on and for fear the reservoirs might give out, the Defiance was placed at the hydrant on Western avenue. The contents of the building being removed, the fire was soon drowned out by the steamers.

November 15, slight blaze at the gas house; extinguished by the Chemical engine.

December 4, slight fire at the house of Joseph Silva, Taylor street, caused by a wood-box catching fire.

December 7, fire in the building owned by Gaffney Brothers, occupied by them as a barn and piggery. They lost 60 hogs, 20 pigs, 6 cows, and 3 tons of hay.

December 12, fire at the house of Michael Shea, used as a boarding house and barber shop, at No. 383 Main street, nearly opposite Herrick court. The fire was in a dangerous locality with a strong wind blowing, but the firemen were promptly on hand and the flames were confined to the eastern attic, burning through the roof.

December, an incipient blaze in Howard's dining rooms, in Sinclair's block, Duncan street, was extinguished without an alarm.

December 16, fire in the house of Patrick Flaherty on Williams court, supposed to have caught in chimney; damage mostly by water.

December 20, fire in the forecastle of Sch. Addison G. Procter, at J. O. Procter's wharf; some of the crew lost their effects and the vessel was considerably damaged.

December 31, stubborn fire in the barn on the Wm. Coffin Tarr estate, the upper part of which was occupied by Michael Harty as a carpenter shop. The fire was confined to the building in which it originated, which was practically destroyed.

1887. January 13, slight fire on board Sch. Water Lily at Fort wharf.

January 28, fire at East Gloucester, in building owned by Benj. Spinney & Son, occupied for storage of butts, sails, etc., and by

Burton Fernald for storage of 2800 barrels; the fire had made considerable headway before the department got there, but they succeeded in confining it to the upper part of the building. Steamers Nos. 1 and 2 were stationed at the hydrant near Sayward street; steamer No. 3 on the wharf; steamer No. 5 at the hydrant at the foot of Point Hill, playing through 1250 feet of hose, while the steamer Abbott Coffin added a stream from the harbor front; the building was one of the first erected at East Gloucester by Mr. Geo. H. Rogers. It had been used at one time for oil clothing, and being unplastered, burned rapidly.

March 1, a fire was discovered in the large building formerly occupied by J. J. Burns & Co., as a fish canning factory; it has been used recently as a store-house for nets, etc. The fire originated in the office of Wm. H. Grimes, who occupied one of the stores, and it caught from the stove; the fire was first seen from the Police Station by Capt. McKenney and Janitor Call, who telephoned to Chief Engineer Marchant; the steamer on School street and the Chemical were on their way before the alarm was rung in. There was a very high wind from the north-west and the huge building was soon in flames. The firemen soon got underway; the whole department were out and with the abundant supply of water from the hydrants, succeeded in confining the fire to the building in which it originated, with the exception of one owned by J. O. Procter, which was partially burned, and two others occupied by W. H. Grimes. The sail-loft building, owned by Geo. R. Bradford, Sylvanus Smith and others, was slightly damaged; the burning shingles were wafted across to East Gloucester, but did no damage.

May 4, fire was discovered in the north-westerly ante-room of the City Hall, the window-blind having caught from a gas jet. The flames mounted to the upper window in an instant, but the prompt action of night watchman Friend summoned assistance before it gained headway. It was extinguished by Chemical No. 1.

It was in a very dangerous locality and would have spread along under the balcony. The first town hall built on the spot was burned May 16, 1869.

May 11, old High school house on Mason street, destroyed. The fire was first seen by Joseph S. Marchant and others in the neighborhood issuing from around the chimney of the main building. The department were promptly on hand and in addition to the efforts to save the building their services were required in preventing the roof of the Sawyer Free Library building and others near by catching fire. The fire had got full headway, and went into the annex and the damage was such as to ruin the building, many of the text and other books, and nearly all of the equipments of the High School Cadets. The pupils, teachers, and the principal lost valuable articles, especially a very nice stereopticon purchased within a few weeks. An irreparable loss, though light in pecuniary value, was the bass drum of the old Gloucester Cornet Band, which was carried in Sherman's Corps on his famous march from Atlanta to the Sea, which was burned in the laboratory, having been loaned to the High School Cadets for use in parades.

May 11, alarm was occasioned by the burning of a lot of underbrush in the rear of Elwell court, off Friend street; the buildings were endangered, but the fire was extinguished ere any damage was done.

May 11, small fire in Patch's ice houses.

May 11, fire at the residence of I. H. Higgins, caused by the explosion of a kerosene lamp; the burning oil was scattered over the floor and the stairway, illuminating the windows and producing the effect from without of a fierce fire. Mrs. Higgins went bravely to work to smother the flames, refusing to open the door for fear the draught would make the flames worse. The only damage was to the carpets and rugs which were ruined.

May 12, alarm caused by the burning of a wooden spittoon in Independent Hall, East Gloucester.

May, slight fire at the residence of John S. McQuin, East Gloucester, caused by the upsetting of a kerosene lamp.

May 19, a kettle of sugar boiled over in Morgan's candy manufactory on Rogers street. District officer Jos. A. Moore was at the station and with the old-time instinct, grasped the Chemical Extinguisher and soon had a stream on.

July 3, box 31. Fire in the store occupied by Simon J. Gray, owned by Grover heirs, the upper story as a tenement; the building was badly damaged, and Gray's stock pretty well destroyed.

July 4, the roof of Benj. G. Cook's house on Western avenue on fire.

The same evening, a barrel in the rear of the premises occupied by W. F. Parsons & Bro., was discovered by M. P. Alderman to be ablaze, and was put out and thus prevented a serious fire.

The awning over Tracy's store caught fire but Frank Hart quickly brought the hose of J. F. Patten to bear and extinguished the blaze.

The house owned by John Remby, Jr., on Washington street, and occupied by Mr. Fowler, caught fire but was extinguished without an alarm.

July 25, slight fire in the upholstery establishment of M. J. J. Bigwood, adjoining the Boston Branch Grocery Store.

July 29, alarm for a supposed fire at the horse-car stable, caused by lightning.

August 22, burning of Solomon Downes' barn at No. 76 Mt. Pleasant avenue, East Gloucester; the fire was well underway before it was discovered and the barn was destroyed with its contents, including butcher cart, light wagon, hay, harnesses, etc.

August 22, fire was discovered in one of the David Swett cottages at Bass Rocks, by Lyman Firth, who was passing; easily gaining an entrance by an open window, he found a mattress in one corner on fire and the woodwork just beginning to burn. The oil from the lamps had been poured out, showing incendiary intent; he easily extinguished the flames without an alarm.

August 26, slight fire at the house of Alonzo Berry at Bay View.

September 23, fire discovered in the window of the Belmont Clothing Store, preceded by a sound as if an explosion had taken place. Officer Strong immediately notified officer Ropper who was acting captain in Capt. McKenny's absence; they rang in an alarm. Officers Burns, Karcher, Parsons and Clark, who were in the vicinity, responded promptly, and the night force are deserving of honorable mention for the effective service rendered. Officer Ropper pried off the door of a private alarm in the building, but the wire broke; by good judgment and coolness, the inmates of the Belmont House were aroused, only one lady fainting, who was taken out by officer Karcher. The department rallied and the fire was soon extinguished. An explosion, caused probably by the bursting pane of glass, was heard by Manager Favor at 3.40 and on rushing into the street, he saw the flames in the window, the large plate glass had been blown out.

The Davis House burned March 13, 1875, when four lives were lost, and the Belmont House, which was afterward erected, completely gutted October 28, 1885, were located on this site.

October 19, slight fire in a house owned by George Perkins, and occupied by Henry Crosby; caused by bursting of lamp.

October 28, burning of the old house on the corner of Prospect and Warner streets, belonging to the Trask estate, and occupied by Mrs. Sarah Goldthwaite and others. Mrs. Goldthwaite had lived in this house for forty-five years, and beside the damage to her furniture, was deprived of a home around which many tender associations centered. Mr. Peter Walch of the Defiance cut the back of his hand severely during the fire, severing an artery, and Mr. Samuel Clark was injured in the fall by a window frame striking him.

November 5, slight fire in the storehouse on the Lemuel Friend wharf, used for the storage of vessels' outfits, some of which were damaged.

November 7, Chemical No. 1 and 2 were called to Magnolia to extinguish fire in the woods.

November 9, brisk blaze in a pile of excelsior at Masters' undertaking rooms, 256 Main street; damage slight.

November 14, fire in shed used for tarring nets at Rocky Neck, owned by Chas. F. Wonson.

December 21, fire at Jos. W. Norwood, Jr.'s oil store in Norwood court; the building with 6 barrels of oil and 33 barrels of livers were totally destroyed.

1888. January 2, fire in a building owned by Fitz Stevens, No. 35 Main street. Mr. McIntire and Wm. Blatchford discovered it, but it was so long before the alarm was sounded that it got well underway and caught adjoining building occupied by Gilman Williams and Francis Bennett. Arthur Rowe aroused the inmates, who narrowly escaped being burned to death, as they were mostly asleep. Mr. Stevens' building was a new one, the upper part of which he was to occupy and was being furnished for a dwelling house. The lower part was occupied by Antone Martin as a variety and grocery store; the building was almost totally destroyed, and the adjoining one owned by Joseph Stevens had eastern end badly burned; Mr. Bennett lost on furniture also.

January 26, slight fire in Edw. Trevoy's store, the Millett street market.

February 13, fire in building, No. 19 Rogers street; owned by A. C. Andrews, and occupied by J. J. Hickey as a saloon and boarding house; damage mostly by water.

February 14, fire on the roof of large building owned by D. G. Allen on Rogers street.

March 11, fire in rear room of M. L. Wetherell's drug store; caused by spontaneous combustion.

March 21, fire in house owned by Jere. Sullivan, and occupied by Florence Driscoll; Mr. D. had gone to breakfast, leaving a lamp under the counter and two valuable dogs in the saloon. When he

came back and opened the door, he was driven back by a cloud of smoke; fire quickly extinguished. Mr. Samuel Ingersoll, driver of Dale avenue hook and ladder truck, very nearly met with a serious accident while on the way to the fire. The truck came on down Pleasant street, and when turning the Post Office corner, the forward wheels caught in the horse-car track, causing the truck to keel over on the right side, so suddenly that Mr. Ingersoll was thrown heavily to the ground. His presence of mind did not desert him, and, still clinging to the reins, he endeavored to stop the horses; by the continual pulling the horses kept on and would have gone through the windows of the City National Bank, but for the prompt action of Mr. Henry Hazel, who jumped from the truck and brought them to a stand still; Mr. Ingersoll was not seriously hurt, but covered with mud, and no one knows what would have happened but for his coolness.

April 28, fire in building, No. 309 Main street, owned by Chresten Nelson. First floor, John Sweet had a boot and shoe store; Mr. Nelson lived in upper part. The stock of Sweet was flooded, and stored furniture of W. N. Fisher's was completely destroyed.

May 8, alarm occasioned by a curtain taking fire at the house occupied by Mrs. Joanna Foley at the Fort.

May 8, fire in a hen-coop on Railroad avenue.

May 22, fire in forecastle of Sch. Annie W. Hodgdon, lying at Wm. Parsons, 2d & Co.'s wharf. Much damage was done to the forward part of the vessel.

May 26, an alarm from box 23 called the department to 144 Eastern avenue; fire soon under control.

July 7, ticket office at the Alhambra at the Cut, together with a part of the roller coaster, consumed; loss, \$75. Fire evidently set by some boys, as the building had nothing in it and was not in use.

July 10, fire in the paint shop of Griffin & Cook, in the rear of 257 Main street, caused by an explosion of gas from a boiling kettle of asphaltum, and the interior of the shop was at once in flames.

A hand-hose was immediately put on the fire by C. W. Bride and helped keep the fire in check until the arrival of the Chemical and the steamers. The inflammable nature of the contents of the building and the close proximity of Hilton's stable and other large buildings increased the danger of a serious fire, but the flames were confined to the building in which they originated. The building was owned by B. F. Cook. The Chemical had a stream on the fire within four minutes after the alarm was rung in. Mr. Wm. H. Nichols, the book-keeper, was sitting at the desk, within five feet from the stove, when the explosion took place; he managed to get the books into the safe and close the door, but his hands were severely burned in the attempt. He was taken into Bent's hair-dressing rooms, where Dr. Mooney dressed the wounds. Officer Barrett also received a severe cut on the wrist while on the roof, and officer Roberts sprained a thumb badly while assisting the firemen. Mr. Wm. H. Blatchford was also burned about the hands and face. When the explosion took place, the flames burst through the windows and badly scorched some clothing on a line in the yard belonging to Mrs. Boudrot.

July 22, alarm occasioned by smoke issuing from the soap factory of A. Marchant, on Wharf street. An employe was starting a fire under the boiler, and some of the neighbors seeing smoke coming from the building, notified officer Ropper that it was on fire and he pulled in an alarm.

July 28, still alarm. Chemical No. 2 called to Crescent Beach House, Manchester.

August 1, alarm from the building owned by heirs of Samuel Bulkley, and occupied by Wm. E. Purl, 65 Main street. The fire was confined to a rear room on the upper floor, a bed in which it originated being consumed, and the walls somewhat scorched.

August 16, smart blaze in the wooden building on the corner of Main and Short streets, owned by Wm. Tracy, and occupied by Wm. H. Rowe as a hair-dressing saloon, and George Viator as a

tobacconist shop. The fire was somewhat difficult to reach, having got inside the walls, and requiring considerable water to drown it; the contents of the building were pretty thoroughly soaked, mostly by hydrant streams, the steamer being taken off after playing a few minutes.

August 24, burning of the house of Henry F. Snow, on Grove street; the building was completely on fire when the flames were discovered, and was completely gutted, only a portion of the outside walls and roof remaining. Considerable excitement prevailed at one time, for it was thought that Mr. Snow, the only occupant of the house, was in the building, but a thorough search by Chief Engineer Marchant failed to show any remains and brought to light the fact that he left the house about 10 o'clock the night before and slept on board a schooner on which he had shipped. He left a lamp burning in the house, and the fire is supposed to have caused by the explosion of it.

September 20, fire in the three-story building, No. 14 Oak street, belonging to the estate of Wm. M. Winchester, and occupied by Edw. Carpenter. Mrs. Carpenter, in attempting to open the window, badly cut her hands.

September 27, slight fire on board the Sch. Lizzie Griffin, was caused by a lantern being left in the fore-hold.

October 9, fire in a small shed on the end of David G. Allen's wharf. The flames were well underway in the loft of the building when discovered. In the upper portion of the building were stored several thousand mats, which were covered with sugar and furnished good material for the flames. The fire was a stubborn one for a small one, on account of the difficulty of reaching it, but a line of hose laid on an adjoining wharf, enabled the firemen to finally conquer the flames. The building belonged to David G. Allen and was damaged about \$200; uninsured. It was occupied by John H. Clark, who had an office in the upper story; and in addition to the mats before mentioned, had a stock of other mater-

ial and fish on the lower floor. Mr. Clark lost valuable lists of fish dealers.

October 17, a workman who was cleaning out the alarm box accidentally touched the hook ; prompt efforts were made to prevent the department from coming out, but several pieces got there.

October 20, a gas jet in the window of Carter's oil-clothing store on Main street set a screen on fire, which communicated to some paper decorations on the ceiling and died out without further damage.

October 23, an alarm was rung in from box 23 for a fire in one of Webster's ice houses ; the fire was evidently caused by some boys playing with matches and igniting some hay. Damage slight.

November 10, the alarm of fire from box 35 was rung in for a fire in Michael Murray's house on Mt. Vernon street ; the damage was slight and was put out before the arrival of the fire department.

November 15, fire in the basement of the Ocean House, caused by the explosion of a naphtha lamp. The kitchen was badly burned and the flames scorched the outside of the rear of the house up to the third story, while the entire house was filled with smoke. The inmates and guests of the house were awakened, and some excitement prevailed, which was soon dispelled by the appearance of the fire department. Miss May Jameson, the hired girl, who was carrying the lamp, was somewhat burned about the face and hands, and her injuries were dressed by Dr. Quimby.

November 19, Sch. Nautilus, of Rockland, Capt. Tolman, from Rockland for New York with 760 barrels of lime, when off Eastern Point, sprung aleak, and her cargo caught fire. Capt. Tolman came into the harbor and ran the vessel ashore on Pavilion Beach, where she was destroyed.

December 3, alarm caused by a young man who saw smoke issuing from a chimney in the building occupied by Stacy's clothing store.

December 28, fire in the house on Fuller street, Magnolia, opposite the engine house, owned by Mrs. D. W. Fuller, and occupied by W. S. Rittal. The damage was confined to a closet and some of the upper rooms. Mr. Rittal lost considerable clothing and bedding which was stored in the closet. Mr. George A. Upton did a great deal of good with his extinguisher. A little daughter of the residents of the house was rescued just in season to escape suffocation; it was a very narrow escape from a severe fire.

1889. January 3, slight fire occurred in the boiler-room of the shoe factory on Maplewood avenue.

January 30, at 3.30 A. M., officers Clark and Parsons discovered smoke issuing from the easterly end of Sawyer Block, in that portion of the building owned by Mrs. Jennie Jacobs. They effected an entrance and found the upper story filled with smoke, but could not discover the exact whereabouts of the flames, and gaining an entrance into the other end of the building found the smoke almost impenetrable in the hall in the upper story. An alarm from box 42 was immediately sounded, which was responded to by steamers No. 1 and 3, the Chemical, hook and ladder No. 1, and the Good Will hose companies, and a search was made for the fire. No indications could be seen in either building except the smoke and the crackling of the flames under the roof. When it was discovered, it was difficult to reach, being between the ceiling and the roof, but the good work of Chief Marchant and his assistants soon had a stream of water through the roof; the flames had evidently been smouldering for a long time and had extended over quite a space. Holes were made in the roof and also in the ceilings, and the flames soon broke through the roof in different places, and it was not long before the firemen were obliged to leave points of advantage because of the danger. Fortunately the hydrants furnished an ample supply of water, steamer No. 1 being on Rogers street, steamer No. 3 at the corner of Hancock street, and the hose company at the corner of Centre street. On account of lack of

men to handle the heavy and rapidly icing ladders, Chief Marchant early telephoned to hose 5 who promptly responded. Considering the character of the fire, the firemen had the fire under control in a reasonable time, though the damage to the building was considerable. The roof of the building was burned off from the Custom Clothing Palace and partially from the remainder of the block, this being the extent of the damage by fire, and the loss to the building by water far exceeded that directly caused by the fire, the building being thoroughly drenched with water, that found its way into the stores below, and the intense cold congealed almost every drop of water to ice as soon as it struck, and the roof of the building soon became a smooth glare, making it impossible for the men to remain there. Those in Good Templars' Hall had an additional danger from the ceiling, which fell as the flames ate their way behind it. The main building was owned by Capt. Wm. E. Dennison, and the easterly portion of the block by Mrs. Jennie Jacobs. The lower floor was fitted for four stores; the second story of Capt. Dennison's part for offices, and the third floor as a hall.

Both upper floors of the remainder, which had a separate entrance, were fitted for offices. The building was damaged \$2000 or more. The fire apparently caught from a defective chimney which was in the partition between that portion of the block belonging to Capt. Dennison and that owned by Mrs. Jacobs. Temperance Missionary Knight had rooms in the building, almost directly beneath the room in which the fire originated. He awoke from a sound sleep, rose and dressed, and looking at his watch was that it was only half-past three; there were no signs of fire then, soon the alarm rung in, but even then he did not think it was in the building, laid down again and soon smelled smoke. Officer Kenney gave the alarm, and Mr. Knight thought best to leave. Mr. George E. Hall occupied two rooms above the Clothing Palace.

Moses S. Bly, millinery goods, 101 Main street; goods ruined by water.

O. W. Lane, pianos, organs, and sewing machines, 99 Main street; loss by water mostly.

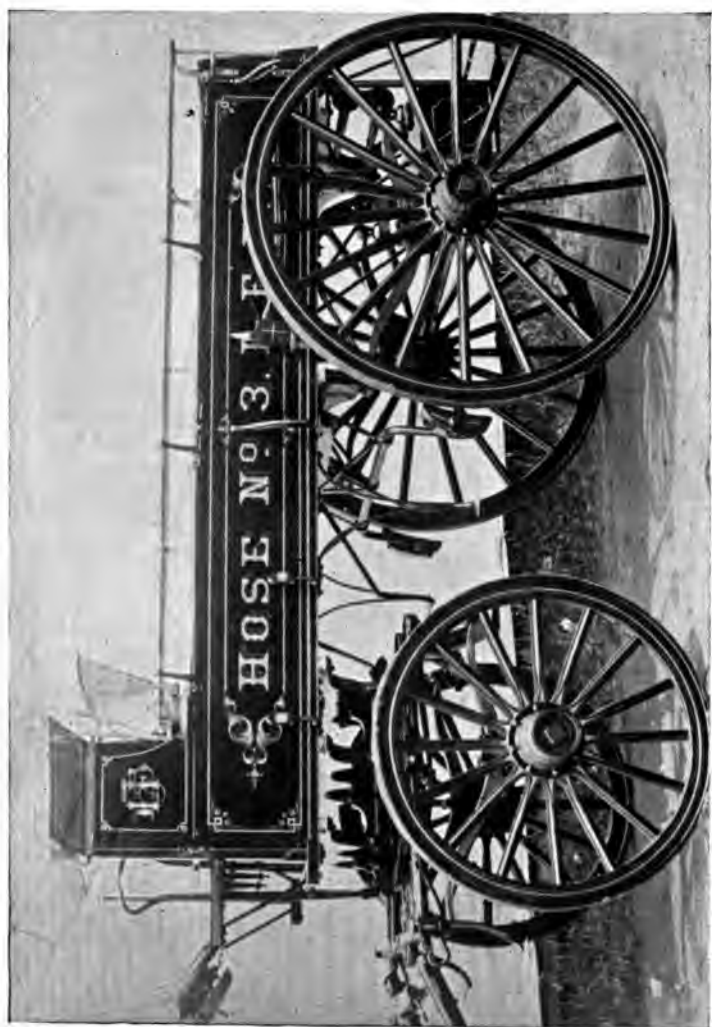
John Parkhurst & Son, clothing dealers.

On the second floor were the offices of H. C. L. Haskell, insurance agent; loss trifling; M. E. Coughlin, tailor; loss, \$100. Capt. John M. Anderson, harbor master, F. E. Bradstreet, loss trivial.

John T. Knight, small loss by water.

The upper hall was leased by Fraternity Lodge of Good Templars, who lost about \$1000 on piano, furniture, carpets, and fixtures. The lodge charter was hanging against the defective chimney, but was saved, as was the life-size portrait of Mrs. Amanda Lane Root, which was in the custody of the lodge. The basement was occupied by George A. Davis, brewer and bottler, who sustained some loss by water. The easterly store was numbered 103, and was occupied by Jacobs & Downes, proprietors of the Custom Clothing Palace, who also had a work-room on the second floor and several storage rooms in the upper story; the company had just put in their stock of goods for the spring trade, and lost from \$6000 to \$8000, mostly by water. The fire originated in nearly the same spot as the great fire of February 18, 1864.

February 11, as officer Mehlman was passing through Main street, he noticed the ceiling drop in the entrance to the upper stories of Center's block, and making an investigation, found a fire on the floor above, and at once rang in an alarm. The fire originated in a closet over the entrance between the barber shop of Geo. W. Wilson and the room of Kilby W. Elwell, sign painter. The fire burned through the ceiling and running along the floor timbers of the upper story, crept up the easterly end to the roof where it burst out. It was difficult to reach, but the plentiful supply of water enabled Chief Engineer Lane and his assistants to drown it out. The building was considerably damaged by fire and water;



the ceiling on the eastern end of the hall had to be cut away to reach the fire, and the roof was cut open in several places for the same purpose. The upper portion of the building was well wet down, considerable of the water finding its way to the stores beneath. The building was owned by Capt. Addison Center. On the street floor, the stores were occupied by Jacob Karcher, restaurant, who also had a dining room up one flight; John W. Rowe, dry goods and carpets, and J. Howard Procter, furniture. The second floor was occupied by George W. Wilson, barber, Edward F. Gilmore, billiard saloon, and Kilby W. Elwell, sign and ornamental painter, whose rooms were badly burned; he had a valuable stock of paints, mouldings and pictures, including many water colors, mostly of which were destroyed; loss, \$1000.

The hall in the third story was leased and fitted by Constantine Lodge, K. of P., and was also occupied by Fidelity Council, Daughters of Diona, and Wingaersheek Tribe of Red Men; these different lodges lost carpets, furniture and some of their paraphernalia and regalia. The fire also burned through into the Sanborn block, adjoining, doing slight damage to the upper story.

The stock of stoves, tinware and hardware, owned by George Sanborn, was badly wet and considerably damaged.

The fire is supposed to have originated in a barrel partly filled with ashes which was found in a closet.

February 23, slight blaze in Fred. P. Davis' barn.

March 8, fire in forecastle of the Sch. Augusta H. Johnson, on Burnham's railways.

March 25, a bonfire at Wolf Hill, got beyond the control of boys who started it, but was extinguished by Mr. Thaddeus E. Friend and others. An extensive fire raged at the Farms, caused by the carelessness of parties who made bonfires and forgot to put them out; and the woods at Gravel Hill were also burning, but did not reach the buildings.

March 25, fire in a pile of rags at the attic of No. 13 Beacon street.

March 25, brisk blaze in a pile of excelsior in the rear of Ferguson's block.

March 25, bed burned in the attic of tenement above Stacy's clothing house, occupied by Mrs. McLane as a fisherman's boarding house.

March 29, alarm caused by the burning of bushes in the vicinity of the Locust Grove Cemetery.

April 1, slight fire in the Cape Ann Savings Bank building, on Main street, originating in the lower story, occupied as a drying room of a Chinese laundry.

April 3, fire at Annisquam, in Capt. George E. Lane's store, confined to the back room, in which were stored barrels of kerosene oil, molasses, etc.

April 8, fire in the large barn on Beach avenue, owned by Henry Souther. The fire had got so much headway before discovery that it was impossible to save the building. The barn had a quantity of hay, and thirteen carriages belonging to W. H. H. Davis and others, four of which were saved in a damaged condition. The barn and its contents were entirely consumed. The loss on the barn and material, belonging to Mr. Souther, was \$2500. Mr. Davis estimated his loss at \$2000. A victoria, belonging to Ex-Mayor Rogers, valued at \$500, a canopy top buggy, owned by Edwin O. Parsons, and a buggy owned by Frank R. Procter, were also destroyed.

The barn was a semi-historic structure, it having originally been a portion of the first Methodist church erected on Prospect street, in 1828, opposite where the Defiance engine house is now located. On the removal of the Society to Elm street in 1859, the old church was sold to the late George H. Rogers, by whom it was taken down and removed, a portion of it being used in the erection of a barn at East Gloucester, and a portion in the erection of Fenian Hall on Rogers street, the front windows of which are those of the old church.

April 15, fire on board Sch. James & Ella, at Parkhurst's railways.

April 15, fire on the attic stairs in the old Steele house, near the corner of School and Prospect streets; extinguished before material damage was done.

April 16, large fire in the woods on the Hovey property, near the Causeway, burning over ten acres. The Chemical company rendered efficient service.

April 22, bushes on Henry Souther's premises at Bass Rocks set on fire, and the combined efforts of seven men required to prevent it from damaging the building.

April 22, spark from a plumber's furnace set fire to the brush near the house of Charles C. Goodwin at Magnolia.

May 6, slight blaze under the steps of the fish store of Benj. Low.

May 8, fire in the two-story and a half house on Wonson street, owned by Sidney W. Oakes, and occupied by Alonzo Colby. The roof of the building was partially destroyed and considerable damage was done to the upper rooms.

May 15, small barn burned, belonging to Mrs. Fred. C. Brown, No. 34 Reynard street.

May 19, small fire in the tenement house on Maplewood avenue, between Shepherd street and the railroad, in a room occupied by Mrs. Charles G. Reynolds.

May 27, burning of the stable in the rear of No. 79 Middle street. The building was well on fire when discovered, and was pulled down to prevent danger to adjoining buildings. The ell of the residence of Mr. Alex. Pattillo was scorched, and the Davis House in front of the barn was somewhat burned. The building was valued at \$300. A valuable horse and buggy and stable furniture, belonging to Dr. W. H. Pomeroy, were totally destroyed.

May 29, burning of the large barn in Burnham's field, off Shepherd street. The barn belonged to the Gorham Burnham estate,

and was valued at \$1500. Part of the barn was leased by Samuel P. Favor, who had a horse burned. Mrs. Favor also had a nearly new sewing machine destroyed. Dr. W. H. Pomeroy had a fine sleigh stored in the barn which was a total loss. A lot of household furniture, belonging to Mr. Carter, valued at \$300, was stored in the barn, and totally destroyed; several other parties had goods stored there. This barn was built on the site of the old barn, burned some thirty years before,

June 14, alarm from the burning of an oil-range in the upper tenement of the house, No. 14 Summit street.

July 8, house 307 Western avenue, occupied by Osman O. Earle and Wm. Wheeler, gardener and coachman for the Hovey estate. The house was burned to the ground. The occupants saved a considerable portion of their furniture and clothing.

July 9, slight fire among some cotton batting in the rear of Tracy's dry goods store.

July 9, Sch. E. P. Boynton caught fire in the forecandle; extinguished with slight damage.

July 16, slight fire in the basement of No. 8 Western avenue, occupied by F. H. Davis, tailor.

August 18, alarm caused by a slight fire on the roof of Mr. David G. Allen's residence, No. 17 Procter street.

September 14, summer cottage of Charles C. Boardman, at Wolf Hill, destroyed. The family had nearly their entire wardrobe at the cottage, largely increasing their loss in money. Mrs. Boardman was badly burned about the hands and slightly in the face.

September 24, alarm caused by fire in a closet at No. 8 Western avenue, occupied as a tailoring and dressmaking establishment by F. H. Davis.

November 8, burning of W. H. H. Davis' stable, etc., on Commercial street. Seven buildings destroyed and nine families burned out; loss, \$30,000. The alarm was struck at 7.40 P. M., and in less than five minutes the entire sky was lighted up with a red glare,

illuminating the entire city. The fire was first discovered in the carriage storehouse connected with the stable of W. H. H. Davis, on Beach court. The building connected directly with the large stable, contained many valuable horses, and as the efforts of those who discovered the fire were concentrated on rescuing the horses, some minutes elapsed before the alarm was sounded. The building was partially filled with carriages and sleighs, as was the one adjoining, and used also for the storage of hay, and the flames made rapid work and soon burst through the roof and sides. Before the firemen could get any water on the buildings the two where the fire was discovered were a mass of flames. Some difficulty was occasioned at first by an insufficient flow of water, the stream not being thrown more than ten feet from the nozzle, but the trouble was discovered and remedied. A second alarm was rung, bringing to the scene the steamers Defiance and N. M. Jackman, and the engineers also telephoned to Rockport for help; it was evident from the first that the stable was doomed, and the efforts of the firemen were directed upon the neighboring buildings. Steamer W. H. Jameson was stationed at the junction of Beach court and Commercial street, the Bay View and N. M. Jackman at the hydrant opposite the Gloucester Hotel, and the Defiance on Western avenue near the Ocean House. The fire boat, Abbott Coffin, was stationed at Pettingell & Cunningham's wharf, afterwards changing her position to Swett's wharf, and most of the apparatus run two lines of hose. The Rockport steamer, Sandy Bay, responded to the request of Chief Lane, under charge of Engineer Amos Rowe, coming over the road with four horses, and making the distance in about 23 minutes, arriving about 9.05; she was stationed at the same hydrant as the Bay View on her arrival, and though the fire was under control, did good service in assisting the local department. The earliest dwellings to catch were those on the opposite side of the court, owned by Edward and John Lloyd. The intense heat for a time prevented the firemen from approach-

ing very near them, but with the aid of the stream from the Defiance, which fought the fire from the rear, these buildings were saved in a more or less damaged condition. Adjoining the carriage shed was a two-story house, owned by Mrs. Henry P. Davis. This house caught from the shed and was practically a total loss. A barn belonging to the house was also badly burned. The flames soon found their way into the large stable, and though floods of water were poured upon it, the building was soon enveloped. Immediately adjoining the stable on the other side was a large new two-story building, owned by Swett & Co., and occupied by Moore Bros., as a fish skinning loft. This building was also well on fire by 8 o'clock, and with the rear stable and carriage shed was burned flat. A large flake yard intervened between the Swett building and the large tenement house next southerly, and aided the firemen in preventing the spread of the flames in that direction; the fire also made its way into the front stable of Mr. Davis, the roof of which was nearly burned off and more than half of the building destroyed.

The building of Thomas McDougall, on the corner of Commercial street and Beach court, adjoining the front stable, escaped without injury from the fire; the roof was covered with tin shingles on which the showers of sparks had no effect and which materially assisted in saving the building; had this building burned, the fire would probably have crossed the street and gone up to Western avenue and perhaps beyond.

Mr. Addison Witham, a member of the hook and ladder truck, in jumping on the truck when it left the house on Dale avenue, made a misstep and fell to the ground; the hind wheel of the truck went over both legs, causing a compound fracture of the left one, the other receiving severe bruises. Mr. Geo. A. Smith, a member of the same company, received a bad wound in the foot by running a spike in it.

Mr. Wm. Reed, of the firm of Reed & Longan, a former hack

driver, had his car severely burned at the fire. Officer M. J. Sullivan also had his face scorched while assisting in rescuing property, and officer Moulton was struck in the face by a flying cinder, making a slight but very painful burn.

Mr. Arthur H. Rowe fell off the roof of his father's house while putting out sparks, but received no injury. Showers of sparks from the burning buildings covered the roofs in the vicinity and required the utmost vigilance to prevent damage.

The house of D. E. Woodbury, corner of Middle and Washington streets, caught in the roof from this cause, but was extinguished without trouble.

The roof of the house occupied by Dr. Stevens, corner Middle and Washington streets, was on fire, but promptly extinguished ere it had gained much headway.

The roof of Mr. A. J. Rowe's house on Angle street also caught fire from sparks.

A lady standing on Washington street, at the foot of Commonwealth avenue, had her hat ignited by a passing spark, just as she was asking a passer-by the location of the fire, who responded, "part of it is right here," and promptly extinguished the burning hat.

The house on Mansfield street, formerly owned by Thomas J. Knowles, caught fire on the roof.

The roof of the residence of Joshua S. Sanborn on Washington street was on fire twice. The roof of the Gilbert Home also caught.

Call's and Millett's paint shops, Bradstreet's upholstery store, Devine's house on Pine street, and Capt. Anderson's residence on Angle street were also on fire, but no damage was done. The Pavilion caught twice.

Mr. Davis had eighteen horses in the stable and six boarding there, all of which were removed to a place of safety. The only carriages saved were the large barge, King of the Road, and a wagonette. Dolliver Bros., American Express Co., Slade Gorton,

Solomon Bray, John J. Stanwood, Wm. McKenzie, James D. Stacy, all had property in the stable, consisting of sleighs, buggies, carryalls, wagons and pungs, which were destroyed or damaged.

On the Davis property the loss was total. Swett's loss was partial, also W. F. Moore & Bro.

The houses, No. 11 and 13 Beach court, were badly damaged, but the occupants, James Wolfe, A. A. McDonald, J. D. Lloyd, and Chas. Lloyd, saved some of their property; the damage to No. 9, owned by John Lloyd, was confined to the roof, and by the flooding of the building by water, the occupants lost considerable furniture; No. 7, also owned by Edw. Lloyd, suffered but slightly from water. Mr. Henry P. Ashley, who lived there, removed his effects.

The heat was so intense that the street numbers of the buildings opposite the fire were melted on the doors.

There were fifteen streams on the fire at one time before the arrival of the Rockport steamer; eight from the four steamers, two lines of hose each from two hydrants and three from the fire boat. The water in the Bond Hill reservoir was lowered eighteen inches.

November 27, very disastrous fire in Lynn; hundreds of shoe factories were burned; loss from four to six million dollars. Steamer W. II. Jameson went from here on a special train at 1.35 P. M., in charge of Assistant Engineer Marsh, and was in constant service until 2.30 A. M., when she was dismissed with the other out of town companies, arriving home about six o'clock.

November 28, summons came from Boston for assistance and the Jameson was sent there in charge of Assistant Engineer Jos. M. Marsh. She did excellent service, being stationed at the corner of Summer and Arch streets, in checking the march of the fire in that direction.

December 19, fire in the paint shop of Philip H. Dollard in the rear of Grand Army Hall. The efforts of the firemen kept the fire within the room where it originated. The lower floor of the building was occupied by Stillman G. Scammon for a wheelwright shop,

and its contents were badly damaged by the fire, water, and the falling floor.

1890. January 15, old barn on Edw. H. Pearce farm, owned by Osman Babson, Riverdale, destroyed.

January 27, fire in the office of C. H. Boynton, at his wood and coal wharf, confined to a box of waste paper under a desk.

February 9, blaze in the boarding house of John Stenman, 22 Main street, formerly known as the Union House, confined to a pile of clothing in one of the bedrooms.

February 11, lively blaze in the boat-house of Philip Reilly, in the cove adjoining the town landing; boat-house and contents nearly a total loss. The house contained a large and fine collection of boats. The total loss was about \$2500. Fire broke out among the debris shortly after midnight, but was extinguished by Chief Lane and officer Clark without calling out the department.

February 12, fire at the residence of Mr. Frank Randall on Mansfield street; extinguished by the Chemical, being principally confined to a closet.

February 17, at 3.05 A. M., officer Parsons discovered smoke issuing from the barber shop of James R. Maguire, in the easterly end of the second story of the Grand Army Hall block, and Maguire, who slept in the building on the floor, was overcome by the smoke. The firemen were quickly on hand, but the fire, which had caught in a closet, had worked its way between the partitions of the building, making it exceedingly difficult to reach it, while the upper portion of the building was filled with smoke, blinding the hosemen, and at times almost forcing them to retire; the flames soon burst out in the hall above, and before they could be stayed had communicated to the roof. The upper story was badly damaged, a large section of the roof being burned off, while the flames seemed to follow the window casing around the room, the easterly end of the building being badly damaged. The fire damage on the second floor was mostly confined to the closet, where the fire origi-

nated, and the adjoining partitions, though the entire building was saturated with water; such was the force of the wind that the firemen were obliged to lie down when on the roof to keep from being blown off, and it was so cold the water froze as fast as it struck.

The building was owned by Nathaniel Webster, and leased by Post 45, G. A. R. It had two stores on the ground floor, one occupied by the American Express Co., and a branch office of the Western Union Telegraph Co., and the other by John J. Geary as a saloon. James R. Maguire occupied two connecting rooms on the second floor as a barber shop and lodging room, and William Newman occupied a tenement in the rear, having rooms in the basement and on the first and second floors; the remainder of the building was used by Post 45, G. A. R., who had an assembly room, pool room and headquarters on the second floor, and a hall with two large ante-rooms on the floor above. The hall was also occupied by Gloucester Council, Royal Arcanum; Roger Conant Council, American Legion of Honor; Hesperus Lodge, Knights of Honor; St. Anne's Court, Order of Foresters; Clara Barton Lodge, Sisters of the Grand Army, and Col. Allen Woman's Relief Corps. Clara Barton Lodge had a piano badly damaged. The American Express Co. had but a small amount of express matter on hand, most of their packages having been delivered Saturday evening. The saloon of John J. Geary was damaged somewhat by water. Mr. Newman's furniture was more or less damaged. Mr. Maguire's loss was a total one, amounting to \$1000; the heaviest loss was that of Post 45, their furniture and fixtures were badly damaged both by water and fire, and they also lost many mementos and gifts. The fire appeared to sweep along each side of the hall, destroying a large number of pictures belonging to the Post. The fine oil painting of Col. David Allen, Jr., was saved without injury, but the companion picture of Gen. Grant was totally destroyed. Among other articles burned was the complete series of war-maps and corps badges presented to the Post by the War De-

partment; a storage closet containing a large amount of decorative and other material. Loss of Post, \$1,500.

February 17, fire in the small one-story gambrel-roofed house in the rear of No. 137 East Main street, and occupied by Adam Head. The interior of the building and its contents were badly damaged by fire and water, though the flames were closely confined to the locality where discovered. The house was owned by Mrs. Susan Anderson of Rockport. Mr. Head's furniture was a total loss. The N. M. Jackman had her pole broken in turning a side hill on her way to the fire.

February 20, blaze in the United Lines Telegraph Co.'s office, 172 Main street; extinguished by the police extinguisher.

February 21, fire in the dwelling house on the corner of Duncan and Locust streets. The fire originated in a closet on the second floor and spread beneath the ceilings and floor to the attic, making it very difficult to reach it with water; after nearly an hour's hard work and pouring three streams of water into the building, the firemen succeeded in getting the flames under control. The house was owned by George Campbell, who occupied part of it as an eating saloon, which was badly damaged by water. The remainder was occupied as a boarding house by Neil Campbell, whose entire household goods were badly damaged by fire and water. Mrs. Mary Ralph, a widow lady infirm from advanced years, was in her room at the time of fire and was rescued with considerable difficulty, being nearly suffocated with the thick smoke.

February 22, fire discovered in the south-east corner of Jos. H. Rowe's oil-clothing establishment, on Duncan street; the flames spread with lightning-like rapidity, and in a few minutes had communicated with the entire structure; the firemen were soon at work but the flames had secured such headway that it was impossible to save the building, and both it and its contents were a total loss, only a very small portion of the stock being saved. The fire apparently started in the drying room where a large quantity of oiled

clothing was drying which materially helped the flames. Soon after the fire started, an explosion, probably of a barrel of oil, occurred, which also assisted the spread of the fire. The basement of the building was used by Mr. A. P. Parkhurst for the storage of potatoes, there being some 1100 bushels on the premises.

February 22, narrow escape from another fire on Duncan street. A boy passing Levi Nickerson's, 123 Duncan street, noticed the stove and funnel both red hot, and notified officer Sylvester, who, with officer Barrett, went to the store and cooled off the stove.

March 4, fire in the house of Thomas Gard, No. 53 Mt. Pleasant avenue, around the chimney; extinguished with a few buckets of water.

March 5, slight fire at Walker's blacksmith shop on Maplewood avenue. Fortunately there was a deep bank of snow near by and this was utilized by Frank Davis and Frank Lane, with good success, effectually checking the progress of the blaze before the arrival of the department.

March 10, alarm from the building opposite the Gloucester Hotel, owned by James L. Bott & Sons, and occupied by them as a harness manufactory and salesroom, and F. Harry Davis as a tailoring establishment. The firemen were promptly on the scene but the flames had worked their way over the entire upper story. The police and citizens saved considerable of Messrs. Bott's and Davis' stock more or less damaged by water. The building was built soon after the great fire of 1830, by Sam'l Gilbert.

March 15, fire in the large stable on Chapel street, East Gloucester, occupied by Edw. D. Parsons as a livery stable and carriage repository. The horses, carriages and harnesses were but slightly injured, but the building was badly damaged before the flames were extinguished. One of the steamer N. M. Jackman's horses was balky and smashed in two doors at the engine house.

March 15, lively blaze in the rear room of the drug store of Thomas D. Pelton on Middle street, caused by the explosion of a

bottle of tincture of iron, which was in close proximity to a gas jet, and communicated to the alcohol and other chemicals, making a hot fire in a few seconds. A stream from the Chemical soon smothered the flames.

March 27, fire in the upper story of the two-story iron-covered building on Rogers street, occupied by C. R. Corliss as an oil-clothing manufactory. The fire was confined to the floor where it originated and was soon subdued.

April 15, lively fire in the woods at Fresh Water Cove; some three acres of woodland were burned over, principally belonging to the estate of George O. Hovey, and to the Moore estate.

April 19, fire in the house of Frederick Foster at Riverdale; loss on building \$735.

April 21, destructive fire in the woods at Fresh Water Cove. The Chemical stationed at Magnolia did efficient service.

April 22, fire in the house of Mr. Edw. P. Younger, No. 10 Acacia street; damage about \$600.

April 30, lively blaze in the building used as a paint shop by Griffin & Cook, in the rear of 232 Main street. The contents of the building were totally destroyed, and the building badly damaged, especially on the lower floor. The building was owned by George J. Tarr. The large three-story building in front, also owned by Mr. Tarr, caught fire in the rear, one room being badly scorched, but the fire was prevented from spreading by the Chemical. The total damage was about \$800.

May 12, burning of the stable of John Chaney at 706 Washington street, Bay View. Steamer No. 1, Chemical No. 1, Col. Allen hook and ladder, and Good Will hose went to Bay View and did good service in assisting the fire department of that section; the building and a large amount of hay was totally destroyed. All of Mr. Chaney's carriages were burned; a house owned by Mrs. Parker caught fire from the sparks but was extinguished without difficulty, and several other buildings were in imminent danger, including the Methodist church.

May 21, fire in the Sterling building on Duncan street, caused by an electric light wire crossing a dead wire which passed over the building; no damage was done.

May 27, fire in the rear of Ferguson's building on Main street, on the roof of the portion of the building occupied by C. W. Luce & Co., caused by an electric light wire crossing another wire. No damage was done.

The electric wires leading into the Belmont Clothing House from the rear by some means came in contact about seven o'clock P. M., making a lively electric blaze, and burning out a portion of the wires. Officer Clark discovered another fire on the wires near the Town Landing.

May 30, fire in the forecastle of the steamer Blue Jacket, lying at Leighton's wharf; extinguished with very little damage.

June 5, alarm caused by the burning of a bed in the house on the corner of Warner and Trask streets, occupied by Arthur Diggins.

June 24, one of the crew of steam lighter Abbott Coffin discovered that the drafts under the boiler at the oil works of A. W. Dodd & Co., had been left open, causing the furnace and boiler to become overheated. An entrance into the premises was effected, and prompt measures taken to allay the danger.

July 4, incendiary blaze at Wingersheek Beach, destroyed the Café building; loss about \$5000.

July 4, slight fire, damaging the roof of dwelling house, No. 48 Perkins street, owned by John J. Rowe, 2d, caused by fire-crackers.

July 4, fire-cracker accidentally thrown through a window at the residence of Mr. C. E. Wright on Warner street, after the family had retired, creating quite a blaze.

July 4, fire in the saloon of George Campbell, No. 34 Duncan street; extinguished with slight damage.

July 10, slight fire near the rear of F. M. Loring's store on Main street, in Dondero's stable.

July 17, boys set fire to a pile of hay taken from ice cars, adjoining the new shed of the Fernwood Lake Ice Co., in the B. & M. freight yard.

September 22, slight fire in the house, 427 Main street, occupied by Wilson Cahoon; a dress, a basket of clothing, and a barrel of flour were partially destroyed.

September 25, slight blaze at the house of Martin Ready, No. 2 Green street, caused by a defect in the flue.

November 19, alarm caused by a blanket being set on fire in a house on Bass avenue, opposite horse car stable.

November 26, small blaze on the roof of house, No. 5 Howe street, belonging to the estate of Solomon Friend.

November 27, fire on the premises of Charles Smith. Mrs. Smith was awakened and aroused her husband, who went to the stable and found the fire dropping from the hay. He returned to the house and succeeded in arousing all the inmates and getting them out safely, though with much difficulty. Among the occupants of the house were two infants of two and four months of age, and Mrs. Smith's mother, Mrs. Hannah Connell, a native of St. John, N. B., who was claimed to be one hundred years of age, and who was almost entirely helpless.

In the boarding house kept by Hjalmar Johnson, were the wife of the latter and two boarders, and all were obliged to leave the building in their night clothes. Mrs. Smith had a narrow escape from suffocation, having returned to her room after leaving, to secure some valuable papers, and being nearly overcome by smoke. The stable where the fire was discovered was connected with the house, all being practically under one roof. The fire spread rapidly over nearly the whole of the building, but was finally drowned out after nearly two hours' labor.

December 21, burning of the building of Azor H. Tuck on Commercial street, used by him as a cooper shop and as a residence by Thomas Powers. The rear of the building was destroyed, and

the flames also communicated to a small building on Neptune court, owned by Peter S. Dodge.

December 21, burning of the mainsail of Sch. James & Ella, lying at Langsford's wharf.

December 27, barn of Mr. Robert Cook, located at the easterly end of Burnham's field, near Warner street, destroyed; the fire was over the entire building before it was discovered, and the efforts of the firemen were confined to saving the adjoining buildings. No attempt could be made to rescue the pair of gray horses in the building or to save any of the property. Besides the animals, the barn contained about a ton of hay, a covered buggy, harnesses and other stable furnishings, all of which were totally destroyed. The barn of Capt. Joseph Smith was within 20 feet of the other and was badly scorched on one side, while the hay inside was spoiled by water. The snow and ice on the roof of the adjacent buildings materially assisted in preventing the spread of the fire; a perfect shower of sparks were carried across Prospect street to Main street, and an anxious watch was kept by those living in the vicinity, but fortunately no other building was burned.

December 29, fire at the 5 and 10 cent store of Andrew Lee, 198 Main street. The inflammable nature of the stock gave the firemen a lively tussle before the flames were subdued. The heat inside the store was so great that the handles and spouts of tinware on the opposite side of the store, twenty feet from the fire, were melted off. The building was owned by Elliott Adams, who occupied the upper floor as photograph rooms; a small quantity of smoke went into the upper story injuring some frames and pictures.

December 31, destructive fire at the oil works of Andrew W. Dodd on Wharf street. The flames were seen at 7.30 P. M., by Duncan McKinnon, watchman at the gas works, who immediately rang in an alarm. Henry Smith, the night watchman, employed at the works, discovered the fire from the inside at the same time,



EX-CHIEF ENGINEER EDWIN L. LANE.

and would have been able to extinguish it but could not connect the nozzle of the fire hose on the premises. Chief Engineer Lane was promptly on the spot, and realizing the extreme danger from the inflammable nature of the contents of the building, immediately ordered a second alarm and call for the fire boat. Steamer W. H. Jameson was the first to arrive on the scene, but an unfortunate accident prevented her from getting an early stream on the fire. As the steamer drew up beside the hydrant near the gas house, the rear wheel of the machine slipped on the smooth ice and collided with the hydrant, cracking it half way from the ground and rendering it useless, while the water started in a perfect deluge across the street; the next nearest hydrant was on Duncan street, nearly opposite Locust street, and the steamer was transported there as soon as possible. The Bay View went to the hydrant at the foot of Water street, and here, too, trouble was experienced in getting a stream, the edges of the nut opening the hydrant valve having been battered by boys, so that the proper wrench had no effect upon it, and a monkey pipe-wrench was necessary to be used before a stream came. Defiance engine was also stationed at the foot of Water street. The fireboat Abbott Coffin and the steam lighter Eagle announced the call for the former and were enabled to reach the fire from the water side, rendering most valuable assistance, the former pouring on three streams of water which made themselves felt. Scarcely two minutes elapsed after the fire was first seen before the dense clouds of smoke and flames rolling up showed that the fire had communicated to some of the oil tanks, and it was evident that the building was doomed. The tanks used for bleaching medicine oil were directly under the fire and contained 300 gallons of oil, which was soon consumed, causing the flames to leap high in the air; fortunately the wind was light and blew it away from the buildings on the opposite side. The fire caught near the center of the building and the wind carried it quickly into the new four-story extension used for the manufacture of glue. The firemen

pluckily contested the progress of the fire at every inch, but were unable to do more than confine it to the building until the whole structure and contents were destroyed. The efforts of the firemen resulted in saving the building occupied by the New England Fish Co., and also the schooner Henri N. Woods, which was on Burnham's railways. Shortly after 8 o'clock, Chief Engineer Lane, fearing spread of the fire from the burning oil, ordered a third alarm, calling the N. M. Jackman, and also sending for aid from Rockport and Beverly; the Rockport steamer came up on the 9.09 train and was held in reserve. The order to Beverly was countermanded, although both Beverly and Salem had steamers loaded on cars already to start if needed. The Jackman was stationed at the junction of Rogers and Duncan streets, and having to draw water a long distance she soon sprung a leak, although she helped considerable. Just before 8 o'clock the large lot of oil burned making a fierce blaze, and an hour later, the large tank in the center added their contents and gave it the appearance of a seething cauldron; the oil in the basement, although the building was thoroughly gutted, did not cease to burn until four o'clock in the morning. The premises were covered with six buildings, all connected, the street floor being entirely open and having extensive floor surface. Hose was laid from the hydrants at Rocky Neck to put out any flying sparks which might come that way. Henry Cook and Ray S. Friend were playing from the roof of the steamboat coal shed when they were hurled through the scuttle and badly shaken up. Arthur H. Rowe and Alfred P. Gorman were thrown from the roof of the building by the stream getting from them, but were equally fortunate in escaping broken bones. The jumper of the steamer Jameson went over the leg of Wm. A. Strangman, who was assisting the firemen, and slipped on the ice, but he also escaped a broken leg. A line of hose which Edwin Pew and two others were carrying up a ladder broke away by the force of the stream, throwing them all to the ground, but fortunately they were

not injured; the escaped pipe sent a stream in every direction and caused the crowd to move back speedily. Fitz E. Oakes received a severe blow in the leg in capturing the hose after it fell to the ground, laming him considerable time. Total loss, \$75,000.

1891. January 6, a fire totally destroyed the story-and-a-half dwelling house and contents, owned by Clarence Butler. Mr. Butler was going up stairs to retire for the night when a kerosene lamp in his hand exploded, scattering the flames in every direction, setting fire to his clothing and severely burning him on the hand and arm. He aroused his housekeeper and two children, who were sleeping in the chambers above, but the spread of the fire was so rapid that their escape by the stairs was cut off and they were obliged to escape by dropping from the second story window into the snow. Value of building and contents about \$1500. Mr. Butler had \$180 in bills burned in his vest pocket.

January 13, three narrow escapes from fire in the rear of large buildings, all discovered among combustible material and within 200 feet of each other, within a period of 20 minutes. At midnight, Chas. W. Sears, an employe at Karcher's dining rooms, discovered an umbrella burning in the yard, and leaning up against the building, which had burnt the window casing; five minutes later Mr. Sears found sparks coming from the other side of a board fence in the rear of Hartwell's crockery store. Officers Parsons and O'Reilly were investigating the two previous fires, about fifteen minutes later, and when at the corner of Porter and Rogers streets, smelled smoke very plainly, and heard a crackling sound, as of flames in the direction of C. M. Hubbard's stable, the fire was found set in a box containing bottle packing that had been placed inside the pig pen.

January 16, slight fire on the second floor of Tibbets' block, on the corner of Main and Centre streets, in rooms occupied by the Good Will Club, caused by an overheated stove which set fire to the woodwork where the pipe entered the chimney.

A pile of sawdust which had been emptied near a freight car on Maplewood avenue was found to be on fire, making a brisk blaze, having been saturated with kerosene.

February 4, alarm caused by parties mistaking a blaze made in burning trawl lines from hooks in Powers' junk store for a fire in the building.

February 8, fire in the building owned by S. M. Kattell, numbered 225 to 229 on Main street. The building was occupied on the street floor by Philip Howlett as a billiard saloon, and Marshall C. Decker as a shooting gallery, and on the second floor by Mr. Kattell as a photograph room, and Herman Olsen as a fisherman's boarding house. The fire was mostly confined under the sheathing, making it difficult to reach it, but after two hours' hard work, they finally succeeded in drowning it out. The family up stairs, consisting of Mr. Olsen, his wife and nephew, a boy about nine years of age, escaped from the burning building in their night clothes, with what little clothing they could get in a hurry, most of their effects being destroyed. Mr. Olsen himself had a narrow escape, having been confined to his bed for eight weeks by sickness, was taken out in safety. Joseph Gorman, a member of the hook and ladder company, received a severe cut on his hand from broken glass while trying to effect an entrance into the building.

February 12, fire in the forecastle of Sch. Reub. L. Richardson, lying at Walen's wharf. Jerry Frazier, one of the crew, was asleep in the forecastle at the time of the fire and was almost suffocated, when he was aroused by Capt. Alden Kenney, master of the vessel, who assisted in getting him out.

February 18, fire at the house owned and occupied by James Cunningham, 6 Millett street, confined to a closet and the room adjoining.

March 4, fire on the top floor of the three-story tenement house, No. 9 Commercial street, owned by John Lloyd, and occupied by John Cavanagh and William Wilkins; the flames started in a trunk and were extinguished by the Chemical.

March 9, alarm caused by the burning of some wood in a box behind a kitchen stove in the house in the rear of 138 Prospect street.

March 9, slight fire in the rear of Wetherell's block, probably caused by some one carelessly throwing down a lighted match.

March 13, lively blaze in the carriage repair shop of T. K. Chadwick, 421 Main street, caused by the spontaneous combustion of oiled rags; the top of a buggy belonging to Mr. Chadwick was burned, but no other damage was done.

March 18, fire in the boarding house of Angus Ferguson, No. 16 Fort square; extinguished with a few buckets of water.

April 8, severe fire in the woods near the Hermit's residence at Bond's Hill, burned over some seven acres of woodland and destroyed about \$100 worth of cut wood.

April 9, fire in a closet in the saloon of Stephen Burke, No. 66 Main street.

April 21, shortly before 2.30 A. M., John O'Maley, watchman on board schooner Eliza B. Campbell, lying on the northerly side of Hodge & Pool's wharf, found a fire in progress in the building occupied by the firm. The interior of the store was well on fire, and the entire floor was soon in flames. The fire soon pushed its way through the roof, making a brilliant illumination and lighting up the entire harbor; the upper loft was without windows, and the firemen were unable to reach the fire on that floor until it burned through the roof, causing much hard work, but after an hour's time their efforts were successful in overcoming the stubborn flames.

April 21, serious fire in the woods at Magnolia in close proximity to several of the shore houses.

April 26, alarm caused by a burning bed at the residence of Joseph Shehan, No. 6 Millett street.

April 29, brisk blaze among some chips under the workshop at Parkhurst's railways.

Slight fire in the dry goods store of William Tracy at the corner of Main and Short streets, some ladies' wrappers hanging near the stove becoming ignited.

May 12, fire at the house of Thomas Cronin, 13 Park street, in a basket of clothes.

May 15, a large lamp in the window of Shackelford's news and candy store, 328 Main street, fell from its hanging and broke, the oil setting fire to the contents of the window. Mr. Shackelford smothered it with his coat.

June 14, brisk fire among rubbish and waste paper in the rear of Price's drug store.

June 16, building formerly used as a fireworks manufactory by Kilby W. Elwell, on the shore of the Lily Pond, West Gloucester, totally destroyed. The building was owned by Moses Merlett, and was used by Mr. Elwell as a storehouse for his fireworks plant, but which he had not used for a number of years.

July 3, brisk blaze in the roof of the Cape Ann Anchor Works; extinguished by the Chemical.

July 3, small fire on the roof of one of Cunningham & Thompson's sheds; extinguished before the alarm had ceased ringing.

July 6, brisk blaze in the building, 43 Commercial street, occupied by Peter S. Dodge, who was awakened by the noise made by a passing drunken man, and found his room full of smoke. He awakened an old gentleman who was living with him and both escaped from the second story window by means of a pole, with the assistance of Peter Crawley; the fire was confined to the lower floor.

July 9, alarm caused by the burning of a small collection of rubbish on the roof of the shed adjoining Sinclair's block, on the corner of Duncan and Rogers streets.

August 11, fire in the house, 13 Pew court, owned by James F. Burnham, and occupied by Capt. Michael Hafey and Gustave W. Miller, originating in a bedroom on the second floor. Some ex-

citement prevailed, as it was thought that a daughter of Capt. and Mrs. Hafey was in the building, and Michael Condon had his hand injured during his efforts to find out, but it was afterwards found that she was not in the building.

August 16, fire in the cook-room in the basement of the brick building, 29 and 31 Main street, owned by Mr. Herbert M. Fears. The fire was confined to the room where it was discovered, except in one locality, where the flames broke into the ceiling and broke out on the floor above.

August 18, slight fire in a house owned by George O. Stacy.

August 25, alarm caused by the burning of a bed in the house, No. 10 Rowe square.

September 12, slight fire on the roof of the blacksmith shop of George A. Cunningham, on Wharf street.

October 1, slight blaze on the roof of the Cape Ann Anchor Works.

October 11, Mr. John K. Dustin, Jr., went into his cellar, No. 28 Middle street, and was surprised to find the cellar full of smoke. The electric wire by which the house is lighted had started a brisk blaze where it entered the house. Officers Ropper and Burns were notified and the current was shut off at the electric station and the flames extinguished.

November 1, serious fire at Rockport, discovered in the Daniel Low house. The house was very old and dry and burned very rapidly. The house occupied by Zeno A. Appleton burned next, and almost at the same time the old Driver homestead on the other side caught on the roof. They telephoned for assistance, and the Defiance Company went down in remarkably short order, but when they arrived the fire was well under control.

November 7, alarm caused by a bale of hay being set on fire by children in the rear of Roberts' stable, at the junction of Main and Washington streets.

November 12, fire in the chambers of the house of Eli Gale,

No. 12 Acacia street. The room was well on fire when discovered, but the fire was confined to the place where it originated, and was extinguished by the Chemical.

November 18, slight fire in the building known as the Alhambra, at the junction of Essex and Western avenues.

November 24, slight fire in the herring-packing room of J. O. Procter, Jr., on Commercial street.

November 26, alarm caused by the burning of a lounge at the residence of Joanna Foley, on Fort square.

November 27, blaze in one of the fish houses of J. O. Procter, Jr., on Commercial street, caused by an electric light.

December 9, slight blaze in the second story of the grocery of Ozro F. Dagle, at East Gloucester square.

December 19, slight fire in the house of W. H. Perkins; extinguished by some men from the steamer house on School street.

1892. January 8, slight blaze in Simms' rigging loft, caused by fire in a coil of tarred rope.

January 10, slight blaze in the wood shed of a building in the rear of the police station, occupied by Mrs. Townsend.

January 20, slight fire at the junk store of Langsford & Co., on Water street; extinguished without an alarm.

January 30, blaze in the rear of the store, No. 12 Main street. The building was a small frame one, and was soon gutted. It was occupied as a cigar store by Mr. Ellery J. Sinclair.

March 15, fire at the street railway power house on Washington street; extinguished by the employes after a hard struggle without an alarm.

March 19, a kerosene lamp caught fire and exploded in the barber shop of Joseph Bernard, under the Mason House, was thrown into the street without other damage.

March 22, small fire at the store of John H. Gourville on Middle street, opposite A. J. Rowe & Sons' stable. An iron tank filled with kerosene oil which was directly under the woodwork, burned, but fortunately did not explode.

April 4, the Dale avenue Chemical was called to a forest fire at Eastern Point, near Brace's Cove.

April 4, slight blaze at No. 55 Duncan street, in the boarding house of Edward Thompson; confined to a clothes bag and extinguished without an alarm.

April 4, Ald. Geo. H. Morton telephoned for the Chemical that the woods were on fire at Cressy's pasture; the engine responded and had quite a battle with the flames, which spread rapidly toward the reservoir, and at one time threatened the Elwell house.

April 4, dwelling house on Atlantic avenue, occupied by Mr. Patrick Lary, and owned by Messrs. Procter Brothers and Dr. George Morse, destroyed.

April 19, fire on the roof of the barn belonging to Mrs. Hattie Wilkins, on Lincoln street, which spread so quickly that the neighbors found it impossible to save the building, and turned their attention to her dwelling house a few feet southerly. An out-building some three or four feet from the house was burned, but the house itself escaped with a few burned shingles.

April 30, slight blaze in a house owned by Mrs. Welch, on Fort square. Messrs. George Tuck and Edw. Pew extinguished it with hand grenades.

May 13, 7 P. M., the house No. 23 Highland street, owned by Capt. Stephen J. Martin, and occupied by himself and son-in-law, was set on fire in a chamber during the absence of the family. A bucket brigade was formed by neighbors and put the fire out; two hours later fire was discovered in some wearing apparel in another chamber. The rooms where the fires were discovered were in opposite parts of the house, and a man rushed out of the house just before the discovery of the first fire, thus establishing the fact that the fire was incendiary.

May 22, fire in the house No. 122 Maplewood avenue, owned by Alfred A. Burnham, and occupied by Frank W. Nason and John J. O'Connor, burned through the roof in several places and badly damaged the goods of Mr. O'Connor stored in the attic.

XIII.

THE DEPARTMENT UNDER THE CITY GOVERNMENT.



T the time of the incorporation of the City Government in 1874, the department consisted of four hundred men, and the following apparatus in service:

Steamer Cape Ann, No. 1, 10 inch stroke, 8 1-2 inch cylinder, built by the Portland company.

Steamer Magnolia, No. 2, 10 inch stroke, 9 1-2 inch cylinder, built by the Portland company.

Steamer Bay View, No. 3, 8 inch stroke, 7 1-2 inch cylinder, built by the Amoskeag company.

Hand Engine, No. 4, Bunker Hill, on Washington street.

Hand Engine, No. 5, Defiance, on Mt. Pleasant avenue.

Hand Engine, No. 6, Gloucester, on Washington street.

Hand Engine, No. 7, Lanesville, on Washington street.

Hand Engine, No. 8, Deluge, on Leonard street.

Hook and Ladder Truck, No. 1, Col. Allen; Hose Carriage, No. 1, Good Will; Hose Carriage, No. 2, Moses Rust; Hose Carriage, No. 3, Gloucester; and Coal Wagon for the conveyance of coal and water to the steamers at times of fire; ladders, boxes, etc., at East Gloucester, West Gloucester, Magnolia, and Lanesville.

The department had 7550 feet of rubber and leather hose, 4000 feet of which was reported to be in poor condition, so that when the department came under the fostering care of the city fathers it had really but 3550 feet of hose that it could depend upon; three steam

fire engines, two whose days of usefulness had passed; five hand tubs, most of which had seen their best service; one nearly exhausted hook and ladder truck, and three rattle-de-bang hose carriages. With the exception of the steamers, the motor power to get the apparatus to and from fires was man, in most cases. The houses were for the most part small, just large enough to accommodate the machines, with rooms for meetings of the several companies in the second story, with no other accommodation for heating and lighting than the old-fashioned spit-fire stove, oil lights, a few benches on rough floors with no covering, windows and doorways in whose corners and niches the spider found his home and cobwebs fluttered in the breezes which found their way through the crevices and cracks of the doors and broken frames of window glass. Thus the fire department passed from the hands of the more conservative form of town government to that of the new and more systematic and progressive form of the city government. What the city government has done for the fire laddies and the department under their charge will be told in the pages that follow.

Before proceeding to name the apparatus purchased by the city for its fire department, the old town must come in for the part it did towards putting the same in good working order for the city, and in the purchase of the steamer Bay View it showed in its last days its appreciation of the fact that the firemen in order to save property must have the means at their command to work with; and although among the last things which the town did, it was one of the best, when it voted for and purchased the steamer, whose eventful history from the time of its purchase to the present day is here given.

The steamer Bay View, as previously stated, was purchased in 1873, from the Amoskeag Manufacturing Company of Manchester, N. H., for the sum of forty-two hundred thirty-three dollars, (\$4233) Col. Jonas H. French, Richard W. Ricker and Calvin Sargent being the committee appointed by the town to purchase said engine.

At the time of this action, Feb. 3, 1873, the town appropriated the sum of eight thousand dollars for the engine and the erection of a new house in Bay View to accommodate the same; a motion to reconsider this action was ruled out of order by the moderator.

At an adjourned meeting held Feb. 10, 1873, the following preamble and resolution was introduced which caused considerable discussion:

“Whereas, the citizens of Gloucester, on Monday last, did appropriate the sum of eight thousand dollars to purchase a steam fire engine to be located at Bay View, and in consequence of steps having been taken by a committee towards purchasing said engine, the moderator has decided that a motion to reconsider was not in order, be it

Resolved, that the Chief Engineer of our fire department be instructed to receive said steamer on her arrival and locate her at Union Hill, and place the Defiance engine at Bay View.”

The whole subject was indefinitely postponed by a vote of 198 to 60.

The town did also another good thing, by adopting the following preamble and resolution at the same meeting, namely:

“Whereas, the town has voted to petition the Legislature to amend the act authorizing the fire department of the Harbor Parish of the Town of Gloucester, and whereas the town has had leave to withdraw, as a general law covers the subject,

“Resolved, that hereafter the fire department of the town of Gloucester include within its limits all parts of the town subject to the laws for the same made and provided.”

Adopted unanimously, and thus the whole department became consolidated under one head.

The engine arrived in town about the first of July, as on the fourth day of July the Selectmen, represented by Messrs. Rogers and Fears, upon invitation of Col. French, proceeded to Bay View to witness the trial of the new steam fire engine, No. 3, and the trial

of said engine being perfectly satisfactory in all respects, she was at once accepted and entered upon her duties as a part and parcel of the Gloucester fire department. The fire laddies in the harbor were anxious to get the steamer in the city proper, and we find that as early as October 10, 1873, Col. French entered a protest to the Selectmen in behalf of the inhabitants of Bay View against the removal of steam fire engine Bay View to Gloucester Harbor by the engineers of the fire department, but it seems from the records that the protest availed not, and that the engineers during the time repairs were being made on steamer No. 1, must have had steamer No. 3 removed from its quarters in Bay View to the city proper.

October 17, 1873, the Board of Engineers voted to inform the Selectmen that in the performance of their duties the interest of the town in their judgment required that steamer No. 3 remain where now located until the return of steamer No. 2.

We also find the Selectmen, Messrs. Plumer, Rogers and Fears, voting October 17, requesting George Todd, their Chief Engineer, to take measures to have the steamer Bay View returned to its first quarters in Bay View, and subsequently the board were notified that the steamer would be returned as soon as the repairs on steamer Magnolia were completed.

The engine house was built on the town's land on Washington street in 1873 by Bennett Griffin at a cost of \$2,300, the size of the lot being 60 feet by 60 feet irregular, and the dimensions of the building being 40 feet by 16 feet with ell of 20 feet by 20 feet. There are three rooms in the building, the first floor being for the engine, and is 20 feet by 19 feet, 10 feet studding, and also includes the stable with three stalls in same. The second floor is the hall for the company and is 15 feet by 28 feet, 10 feet studding.

In 1874 the Board of Engineers voted to petition the Committee on Fire Department to transfer steamer Bay View from Bay View to the vicinity of Union Hill, and to locate a hand engine in Ward Seven in its stead.

July 2, 1874, No. 1 steamer returned from the works of Hunne-
man & Co., and on the 8th day of July No. 3 was returned to Bay
View.

March 4, 1874, it was voted to transfer steamer No. 3 to the
School street engine house during repairs on No. 1, and on the
24th of April, 1874, said steamer was so transferred.

April 21, 1875, voted, that the Board petition the committee on
fire department, and request them to ask the city council to per-
manently transfer steamer Bay View from Ward Seven to the city
proper.

March 7, 1877, the Board voted to recommend the removal of
steamer No. 3 from Bay View to the city proper, and to place in
the engine house at Bay View apparatus more suitable to the wants
of Ward Seven, and it seems that the engine was so removed, for
at the regular monthly meeting of the engineers held June 6, 1877,
voted, to recommend that the parties hereinafter named, and hav-
ing charge of the steamer Bay View, be honorably discharged from
the department, as the Board of Engineers have permanently trans-
ferred the steamer Bay View from that locality to the steamer's
house on School street, namely: Stephen D. Jones, Samuel F.
Day, Frank G. Linscott, Roscoe E. Ricker, Amos S. Andrews,
Elbridge G. Day, George W. Quinn, Jas. L. Marchant, George
B. Jones, George A. Harvey, George V. Reed.

In August, 1877, Richard W. Ricker, et als., and J. A. Hall,
et als., asked the City Council for better protection against fire, by
replacing the steamer Bay View in the engine house at Bay View
and provide her with a suitable company, and at a meeting of the
City Council, Sept. 12, 1877, the above petitioners were given leave
to withdraw.

October 24th, the Aldermen voted to give all parties interested a
hearing relative to the removal of the Bay View, on Thursday, the
8th day of November, at 7 o'clock P. M., before the Board of En-
gineers and Committee on Fire Department. To this the Common
Council voted to non-concur.

Again in January, 1878, Richard W. Ricker and forty-two others, and James H. Hall and nine others petitioned the City Council for a hearing on the removal of steamer Bay View. This request was granted, and on the evening of January 31, 1878, parties interested in the aforesaid petition were heard in joint convention of the two boards; the council room not being large enough to accommodate the people interested in this matter, the convention adjourned to the hall above, where eloquent words were spoken by Col. French, James H. Hall, W. B. Hastings and others, appealing to the good judgment of the city fathers to return the steamer to its first habitation in order that the inhabitants of Ward Six and Seven might have that protection from fire which was justly their due.

March 11, 1878, the City Council having previously requested an opinion from its City Solicitor, C. P. Thompson, his opinion being that the Board of Engineers under the direction of the Joint Standing Committee on Fire Department had the right to remove any of the engines from one part of the city to another, and consequently the right to remove the steamer Bay View from Bay View to where they located it, ended the controversy between the two sections of the city, and the steamer did not return to its first love, but remained at its new home on School street, and is still there maintaining her excellent qualities as a first-class engine, and ready with the assistance of the men who have charge of her to do her full share in arresting the progress of fires whenever the alarm calls her to active duty.

Among the many other good things which the town did for the protection of property from fire was the location of a steam fire pump in 1871 on the "Louise Osborne," then in command of Capt. Nicholas Gangloff, for which the town appropriated the sum of five hundred and twenty-dollars.

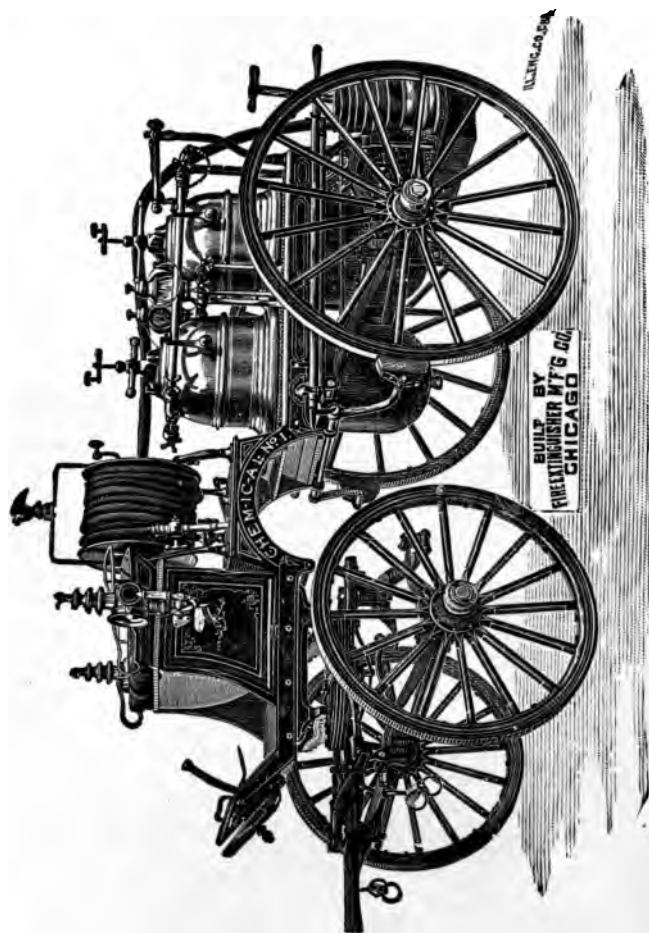
This proved to be one of the best investments made for the protection of property along the water front, and when the services of the tug were called into action and the pump put to work, it

showed the good judgment of the town in thus selecting and locating it.

When the tug went away from Gloucester the pump went with it, having been sold to the parties owning the boat, but it had proven itself to be so valuable a piece of apparatus that in 1883 the city purchased a powerful Blake pump and located the same on board the steam lighter Abbott Coffin, Capt. Francis Locke, and a contract was made with Capt. Locke for the sum of two hundred dollars per annum to allow the pump to be placed and remain upon the same. The contract is as follows:

THIS INDENTURE, made the twenty-first day of March, A. D., 1890, by and between the Gloucester Lighterage Company, owners of the Steam Lighter called the Abbott Coffin, of Gloucester, Essex County, State of Massachusetts, party of the first part, and the City of Gloucester; a municipal corporation in the County and State aforesaid, party of the second part. Witnesseth:—that whereas the party of the second part is the owner of a Steam Fire Blake Pump, now on board of the vessel and lighter Abbott Coffin, to be used in case of fires, and for the considerations hereinafter mentioned, the party of the first part agrees with and allows the party of the second part the right to keep on board, and maintain on board the lighter Abbott Coffin the aforesaid Blake Pump with all the apparatus thereto belonging for the term of five years from the date hereof unless the same shall be sooner terminated by the owners of the aforesaid lighter Abbott Coffin selling said lighter or putting said lighter out of the business. Said lighter is now engaged in outside the district of Gloucester, which district includes the towns of Rockport, Manchester and Essex, in County and State aforesaid, in which case it is understood and agreed that the party of the second part shall have the preference to purchase said lighter Abbott Coffin should they determine so to do. It is further understood and agreed that the party of the first part shall keep said lighter Abbott Coffin within the Harbor of Gloucester for the term of five years, subject however to the conditions hereinafter named.

First. That should said lighter Abbott Coffin be called to carry or take freight in any of the neighboring towns, say Manchester, Essex and Rockport, within the district aforesaid, it shall have the



THE CHEMICAL.

right to go at any time during the day time, using all reasonable dispatch in going and returning to and from the places aforementioned to and within the Harbor of Gloucester, and in no case shall said lighter be absent from said Harbor of Gloucester during the night time, unless by some unforeseen accident said vessel or lighter shall be detained at either of the places aforesaid.

Second. That whenever the said lighter Abbott Coffin shall be absent at any of the places before mentioned, and should be called by the Chief Engineer or any one acting for and in his behalf for its services at fires, the party of the first part shall immediately proceed without delay to convey (barring accidents) said steam lighter Abbott Coffin to the place named in the order of said Chief Engineer or person acting for him.

Third. That this agreement shall be in full force and virtue for the term of five years from the year and date first above written, unless the party of the first part shall determine to sell said lighter Abbott Coffin, when it is understood that the City of Gloucester, the party of the second part, shall have the right to purchase said lighter in preference to any other party by giving the party of the first part an answer in the affirmative or negative without unreasonable delay, and it is further understood and agreed that the party of the first part shall give at least thirty days' notice to the party of the second part before doing any act looking to the termination of this agreement, and the party of the second part shall be allowed a reasonable time in which to remove the Steam Fire Blake Pump and all the apparatus thereto belonging from said lighter Abbott Coffin at the expiration of this agreement.

The party of the first part hereby agrees to keep the aforesaid Blake Pump and all the apparatus thereto belonging in good order and condition, ready at all times for immediate use in case of fires, and also to have in readiness at all times both night and day the aforesaid steam lighter Abbott Coffin with steam up and a crew sufficient to fully man and work said lighter whenever ordered by the Chief Engineer of the Fire Department or person acting by orders from said Chief Engineer, to respond to alarms from fires and to do so immediately upon receiving such order.

All expenses incurred in repairs made upon the aforesaid Blake Pump or the apparatus thereto belonging, (not including hose) used on board said lighter Abbott Coffin at fires or in any business

which the owners of said lighter may desire to use said Blake Pump and apparatus for, shall be borne in equal parts and paid in equal payments by the parties to this agreement in equal amounts of one-half each. It being understood that repairs on hose are to be paid by the party of the second part in full.

And for the considerations herein mentioned, the party of the second part covenants and agrees with the party of the first part to pay said party of the first part for the faithful performance and fulfilment of all the conditions of this agreement the sum of two hundred dollars per annum, payable in semi-annual payments of one hundred dollars each in the months of June and December for each and every year during the continuance of this agreement and no longer.

And the party of the second part further covenants and agrees to pay the party of the first part the sum of twelve dollars per hour for each and every hour or parts of an hour, that the party of the first part shall actually render services at fires with the steam lighter Abbott Coffin, its crew, steam engineer and other apparatus needed to fully work the aforesaid Blake Pump, the time to be determined by the Board of Engineers and upon the approval of the Chief Engineer of the Fire Department, the amount allowed and determined upon shall be paid for the full time from receiving the call from the Chief Engineer.

And the party of the second part agrees and allows the party of the first part the right to use the aforesaid Blake Pump and Suction Hose thereto belonging whenever the party of the first part shall have occasion to use said pump and hose in the prosecution of their business; also that the party of the first part if they shall so desire shall have the privilege of transferring said pump to steam lighter Eagle.

In witness whereof the parties hereto have interchangeably set their hands this fifteenth day of May, in the year one thousand eight hundred and ninety.

Gloucester Lighterage Company, by

FRANCIS LOCKE, Pres.

ABBOTT COFFIN, Treas.

The valuable service rendered by this pump is fresh in the minds

of our people, and calls for no extended eulogy here. All will agree that no piece of apparatus in the department to-day will do more or better work at a fire than the Blake pump, which was proven beyond the shadow of a doubt at the time when a line of hose was laid extending from Steele's wharf to the factory of B. Griffin & Sons on Railroad avenue, some 2500 feet, and water passed upon the fire from the Abbott Coffin, doing quick and effective work.

The department is to be congratulated in having so powerful an adjunct to aid and assist them in not only stopping the progress of fires, but in many instances preventing the serious loss of property, and our fishing owners can sleep sounder and feel safer to know that this apparatus stands ready at a moment's notice to respond to the call when needed to assist in drowning out conflagrations, especially along the water front.

Passing now from the old Town Government to that of the City Government, and having made mention of the several Chief and Assistant engineers, from 1830 down to the present time, we should not at this time forget those who under the new order of things as members of the City Council have had charge of nearly all the expenditures relating to the Fire Department, from 1874 to the present time; and as a matter of reference the names of the Joint Standing Committees on Fire Department are inserted here, covering the entire period of the incorporation of Gloucester as a City.

1874—Aldermen Friend and Barker; Councilmen Prindall, Burnham and Lane.

1875—Aldermen E. F. Stacy and Barker; Councilmen Gardner, Lane and Prindall.

1876—Aldermen Procter and Haskell; Councilmen Prindall, Wallace and Griffin.

1877—Aldermen Gaffney and Haskell; Councilmen Marr, W. S. Wonson and Wallace.

1878—Aldermen Gaffney and Steele; Councilmen Bulkley, Shepherd and W. C. Wonson.

1879—Aldermen Rowe and Wonson; Councilmen Prescott, King and O. Garland.

1880—Aldermen William M. Gaffney and Tucker; Councilmen Burnham, Colby and Moses Andrews.

1881—Aldermen Tucker and Fears; Councilmen Burnham, Marchant and Reblin.

1882—Aldermen Tucker and Andrews; Councilmen Marchant, Reblin and Norwood.

1883—Aldermen Marchant and Montgomery; Councilmen Stacy, Moody and John P. Hodgkins.

1884—Aldermen Marchant and Montgomery; Councilmen Stacy, D. G. Hodgkins and Bennett.

1885—Aldermen G. A. Watson and Steele; Councilmen Jackman, Moody and Tarr.

1886—Aldermen Bennett and Smith; Councilmen Tarr, Favor and Plumer.

1887—Aldermen Shepherd and Watson; Councilmen Plumer, Wheeler and E. K. Burnham.

1888—Aldermen Shepherd and Andrews; Councilmen Favor, A. P. Burnham and Sanford.

1889—Aldermen Bray and Andrews; Councilmen McCulloch, Jos. Parsons and Davis.

1890—Aldermen Watson and Pelton; Councilmen McCulloch, Parsons and Davis.

1891—Aldermen Howes and Smith; Councilmen Ellery, Moore and Smith.

1892—Aldermen Howes and Smith; Councilmen Ellery, Moore and Sam'l P. Smith, 2d.

In the first year of the City Government much had to be done to regulate matters in the department; rules and regulations for the government of the same were approved, an ordinance was

framed and passed to be ordained, and the machinery for the new order of things had to be overhauled and put in good running order. The men into whose hands had been placed the charge of the department for the several years named were men of good judgment and ability, and equal to the task imposed upon them, and earnestly worked for the improvement of the department, to bring it up to a higher and better standard than ever before reached, as succeeding pages will show.

During the administration of Hon. Robert R. Fears in 1874-1875, and that of Hon. Allan Rogers in 1876-1877, much was done to strengthen the department, to make it more compact and more easily managed. The old cobwebs were brushed away, useless machinery discarded, authorized to be sold, and under skilful guidance the department began to look hopefully towards the morning sun, as step by step it gradually improved and became stronger and better.

Like their predecessors of old, the new government were not satisfied until they too saw the apparatus belonging to the department in line, and looked into the faces of the brave fellows who in winter's cold and summer's heat braved storm and sunshine to protect the homes of our citizens. Consequently, the City Council, with its accustomed liberality, appropriated a sum of money each year to bring out the department for parade and inspection.

During these years several alterations were made in the engine houses; some were ordered to be sold, and the matter of fire-escapes upon the school houses was discussed. Engines were repaired and put in good order; land was purchased to improve and enlarge the buildings, and a general brushing up of the fire department took place. The needs of the department were carefully considered in the matter of new apparatus, the enlargement of its buildings, the introduction of the fire alarm system, water, and numerous other things for the improvement of the department and the accommodation of the men belonging to the same.

In 1878, during the administration of Dr. J. Franklin Dyer, the needs of the department were not so numerous, and consequently not much was done during his term of office. Mayor Dyer, then in feeble health, was unable to give that attention to matters connected with the departments of the City which he otherwise would have done had he enjoyed good health. Mayor Dyer died February 9th, 1879, lamented by all who knew him; especially by those with whom he had long been associated in the counsels of the city and in the defence of the flag of our common country. An esteemed citizen, a brave soldier, a warm friend, faithful to all the trusts imposed upon him, Municipal, State or National, he was laid away, mourned and loved by all.

It was not until the administration of Hon. William Williams, in 1879, (known as the Greenback year,) and after the City had again suffered by the serious fire of Sept. 27, 1879, that the department was further strengthened by the purchase of a new steamer from the Manchester, N. H., locomotive works, at a cost of three thousand five hundred (3,500) dollars. The engine was a second-class Amoskeag, and was purchased through the Committee on fire department, consisting of Ald. E. L. Rowe, chairman, Alderman Benj. R. Wonson, Messrs. Orlando Garland, Alvah Prescott, and William A. King of the Common Council, to whom was added Mr. Fisher, Secretary of the Cape Ann Anchor Works, who was requested to accompany the committee. The engine was accepted at a meeting of the committee on fire department held Dec. 5th, 1879, and was placed in the School Street Engine House, and in the early part of the year 1880, on petition of the Company having charge of the old "Cape Ann," No. 1, the new engine was named the "W. H. T. Jameson," in honor of their late driver, (by that name,) who died February 4th, 1878. Like its companion, located in the same house, it has proven itself on every occasion when called on to be one of the best in the service of the city; and for thirteen years it has stood

the test and proved the wisdom of those who selected it for fire purposes.

The two Steamers, manufactured by the Amoskeag Company, as previously stated, are under the care and keeping of the Steam Fire Association, (located in one of the most commodious and convenient houses in the city,) whose valor on many a field needs no special mention here; it is enough that we mention the names of these heroes, whose pluck and skill have saved our citizens many thousand dollars.

Following are the names of the members, furnished by Charles W. Crowe, its secretary:

STEAM FIRE ASSOCIATION.

Located on School street.

President, FITZ E. OAKES, JR. Vice President, EDW'D HEARN.

Sec'y and Treas., C. W. CROWE.

| | | |
|------------------|-----------------|--------------------|
| H. H. Oakes | C. F. Pierce | J. S. Marchant |
| Walter Collins | Frank Griffin | Prince Goodwin |
| Fitz W. Bridges | J. T. King | A. O. Dench |
| A. H. Rowe | A. P. Gorman | J. F. Ford |
| Edward A. Somes | W. E. Tucker | Joseph Babson |
| W. C. Babson | John Coull | Howard Foster |
| Francis Davis | Chas. O'Maley | Thomas O'Maley |
| James P. Nichols | Sam'l L. Clark | Melvin Shackelford |
| | Fred M. Burnham | |

The Association has charge of steamers numbers one and three, W. H. T. Jameson and Bay View; and the new Hose wagons, numbered one and three, are also under their charge.

The Association is pleasantly located in the house on School street, which is a model of convenience and neatness, and one in which they take pride. The association has always received in a generous, hospitable manner, and entertained in royal good style. The house was built by the day on land bought of Leonard Burnham in 1864, and cost \$3136, the land costing \$950. In 1870 an

annex was built to the house by Wharf & Lane, at a cost of \$288. In 1875 the land adjoining the house was bought of Francis Procter and others for \$1850, and in 1876 the tower was raised some three feet by Simeon A. Burnham, at a cost of about \$796. In 1890 an addition, or virtually a new house, was constructed by Edward S. Griffin, for \$3905. Total cost of land and buildings, \$10,925. It contains an engine room, smoking room, water closets, stable with five stalls on the first floor, company room, sleeping rooms, battery and Supt's rooms for the proper working of the fire-alarm, hay loft, workshop and bath-room in the second story; a kitchen and dining hall in the third story; and is one of the largest engine houses in the city, with all modern improvements.

The matter of improving the department in ward two had been under consideration for some time; petitions and protests were presented to the city council, and the needs of the department in this growing section of the city was discussed in the Council chamber, in the counting-room, in the grocer's shop and on the street, until finally, in 1880-1881, under the administration of Joseph Garland, the star of improvement eastward began to take its way. The old engine house, which stood for many years on Prospect street, and had served the firemen and their machines as a place of shelter, gave way to a more commodious building, and more modern fire apparatus.

The old engine house and land was sold to Benjamin N. Bearse, for four hundred and thirty-two dollars, and stands to-day on the old spot on Prospect street, converted into a dwelling house. An exchange of a small strip of land was also made with Mr. Bearse. A parcel of land on Prospect street was leased for a period of ninety-nine years, from A. A. Burnham, for the sum of two thousand dollars, upon which to erect the new building. The old buildings which stood on this land were sold to Wm. H. Younger and Benjamin F. Cook, respectively, for one hundred and thirty and forty-five dollars, and were removed from the premises

to make room for the new. The new house was built in 1880 by D. Somes Watson, for the sum of \$3630; and in 1885 an annex was constructed to the building by Orlando Garland, at a cost of \$3647. There are two sheds on the land, one 20 x 27, and the other 10 x 17, the total cost of land and buildings being \$9277. It contains an engine room, hook and ladder room, hose tower, stable and stalls for horses on the first floor; company room, billiard hall, sleeping rooms, hallway and hay-loft on the second floor; and an unfinished third story. It has all the modern improvements, such as bath-room, water-closet, city water, steam heat, and is a model house, as well as one of the best fitted up in the city.

In its new quarters the boys contented themselves with some of the old machines, which had been laid aside as about used up, and which have been previously mentioned, until the year 1884, when the city council again proved its liberality towards the Defiance boys by appropriating a sum of money sufficient for a new steamer. The result was the purchase of a handsome Silsby steam fire engine, bought from the Silsby company of Seneca Falls, New York, at a cost of four thousand dollars, and one of the neatest and prettiest machines which ever graced our city. It has proved itself in many a hard contest to be a powerful engine; and (as far as any information can be obtained) it has never gone back on the men having charge of it. Like their brother firemen in the School street association, the Defiance association has stood shoulder to shoulder with them, in the protection of life and property; always ready for duty. No company has to-day a better record than the Defiance; patriotic, public-spirited, with a desire to lead, rather than follow, their names will go down in history as a bright example to the youth of our city who will one day fill their places. Following are the names of the members of the Defiance Association as it exists to-day, furnished by its secretary, George Howard Friend:

DEFIANCE ASSOCIATION.

| Name. | Occupation. | Residence. |
|------------------------|------------------|-------------------|
| George H. Friend | clerk | Spring street |
| William Joseph | painter | Prospect street |
| F. L. Thomas | painter | Taylor street |
| Henry A. Cook | painter | Spring street |
| George W. Tuck | fish skinner | Taylor street |
| Parker Marr | laborer | Friend street |
| Edwin B. Pew | fish skinner | Main street |
| Daniel F. Smith | painter | Trask street |
| Frank S. Watson | carpenter | Howe street |
| W. E. Stockbridge | laborer | Caledonia place |
| J. Phalen | painter | Warner street |
| Ray S. Friend | grocer | Prospect street |
| John Lynch | driver | Friend street |
| John Haskell | driver | Spring street |
| *Chas. W. Bride | butcher | Winchester court |
| Chester Marr | clerk | Mt. Vernon street |
| Samuel W. Brown | provision dealer | Pleasant street |
| Benjamin Kinsman | clerk | Main street |
| John J. McDonald | letter carrier | Mt. Vernon street |
| Charles A. Marr | blacksmith | Oak street |
| Howard Merry | laborer | Mt. Vernon street |
| Lorenzo Beaman | laborer | Main street |
| Patrick Finnegan | hostler | Park street |
| Peter F. Walsh | painter | Rowe square |
| George Deveau | teamster | Cross street |
| Ralph Marr | laborer | Mt. Vernon street |
| William M. Gaffney, Jr | laborer | Main street |
| Nathaniel A. Adams | painter | Millett street |
| Vinson Malonson | teamster | Staten street |
| James U. Cranton | carpenter | Sadler street |
| Augustus Hobart | teamster | Staten street |
| W. H. Robinson | driver | Prospect street |

*Died, December 29, 1891.

In 1886 the first hose wagon was purchased, and is now known as the "J. M. Marsh." The association has charge of the Steamer Defiance, Hook and Ladder Truck Defiance and Hose Wagon

Joseph M. Marsh, and it can be depended upon to do its full share when fire threatens our community.

In the extreme eastern section of our city the department had struggled with the more ancient hand-tub for a long series of years, and the needs of better protection from fire was occasionally heard from the citizens of ward one, whose property was swelling quite rapidly the valuation of our municipality, and in 1885 another Silsby engine was purchased from the Silsby Company at a cost of nearly thirty-eight hundred dollars, and located in the new and magnificent house on Mt. Pleasant avenue.

In 1852 Timothy Favor constructed a building on the town's land, East Main street, at a cost of \$350, in order to accommodate the new hand tub, "Gloucester."

In 1873 Orlando Garland constructed the new house on Mt. Pleasant avenue on land purchased in 1872 of Charles H. Wonson, the cost of the same being \$600, and of the building \$3855.

In 1874 another parcel of land was purchased of Charles H. Wonson, on Mt. Pleasant avenue and Chapel street, for \$600, and in 1876 another lot was bought from Caroline A. Renton for \$300, and in 1886, the old quarters not being adequate for the accommodation of the new apparatus, an annex was built to the old house by Henry Parsons, at a cost of \$6,509. The house is one of the finest in the city, and the company are to be congratulated on having such nice quarters. On the first floor is the engine room and stable; second floor, the bedrooms, smoking room, billiard room, hall, and supply room; and on the third floor is the hay loft. It is furnished with all the modern improvements, and the company are noted for their hospitality and entertainment, and the citizens of this growing section of our city are justly proud of the fire laddies who have charge of the handsome Silsby engine and hose wagon, and feel safe to entrust the safety of their lives and property in their keeping.

The men having charge of the fire apparatus in East Gloucester are as follows :

N. M. JACKMAN ENGINE CO., No. 2.

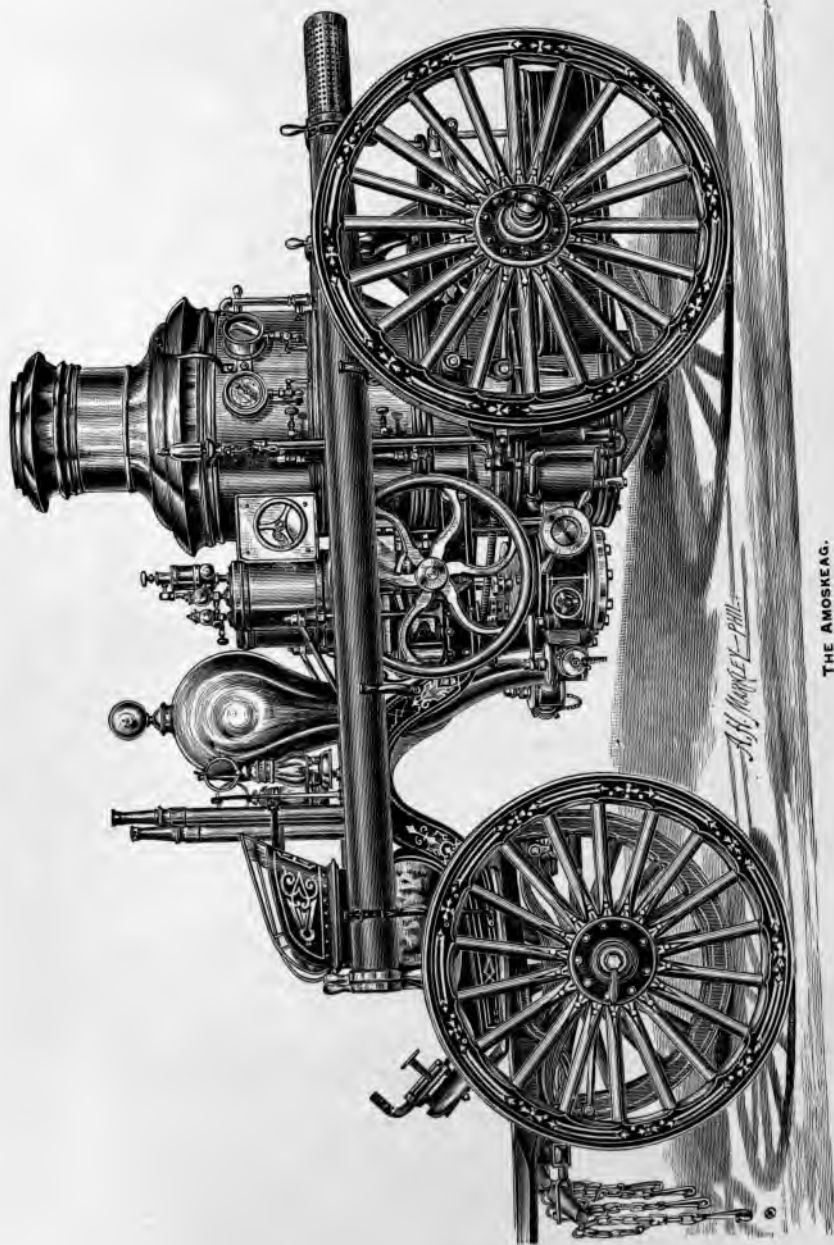
| Name. | Occupation. | Residence. |
|------------------|--------------|-------------------|
| George H. Spates | tinsmith | Mt Pleasant ave |
| John McDonald | carpenter | Mt Pleasant ave |
| J. W. Norwood | oil merchant | Norwood court |
| A. S. Morehouse | clerk | Mt Pleasant ave |
| Henry Burns | painter | Page street |
| Jason C. Dade | painter | Highland street |
| C. O. Marston | clerk | Haskell street |
| Aaron J. Sawyer | laborer | Plum street |
| H. A. Calder | carpenter | Page street |
| James F. Corliss | teamster | Mt Pleasant court |
| Ira W. Lyle | clerk | Plum street |
| O. F. Dagle | conductor | Highland street |

Again, in 1884, the City Council transferred to the fire department a lot of land, 50x89 feet, on Dale avenue, considered to be worth \$2,500. The lot was originally purchased from Dr. H. E. Davidson for school purposes. Upon this lot was erected a large and commodious house by A. H. Crispin, at a cost of \$6,150. In this building is located Col. Allen Hook and Ladder Truck and Chemical Engine No. One. On the first floor is one room for the Hook and Ladder Truck and Chemical One, and on this floor is also the stable for horses; on the second floor is the company's room, sleeping rooms, kitchen, and on the third floor the hay loft. A branch of the High school occupied the second story in 1887, 1888, 1889, and the Chemical No. 2 occupied the first floor until 1885, when No. 1 took its place and No. 2 went to Magnolia.

The men having charge of the apparatus in this building are :

COL. ALLEN HOOK AND LADDER CO., No. 1.

| | | |
|---------------------|-----------------|-------------------|
| E. M. Parkhurst, Jr | Daniel McDonald | Joseph Gorman |
| Roscoe Saunders | Benj. O. King | Charles H. Day |
| Daniel M. Favor | John J. Ropper | Chester P. Poland |
| George A. Smith | Stephen McInnis | C. C. Day |



THE AMOSKEAG.

CHEMICAL ENGINE, No. 1.

| Name. | Occupation. | Residence. |
|---------------------|-------------|------------------|
| Charles Sawyer | clerk | Prospect street |
| Cornelius F. Strong | clerk | Prospect square |
| Charles W. Parrott | sailmaker | Procter street |
| George E. Harraden | clerk | Prospect street |
| S. W. McQuin | clerk | Winchester court |

The needs of the thriving village of Magnolia in case of fire having been considered and discussed from time to time, in the councils of the city, in 1885 the city purchased of Mrs. Fuller a lot of land 70x157 feet for \$919, and upon this lot a building was erected by David G. Allen at a cost of \$1575, and Chemical 2 located therein. Hydrants having been established in this part of Gloucester and some 25 or 30 located, the Good Will hose carriage was transferred to Magnolia and located in this house; on the first floor is the engine room, and on the second floor the company room, sleeping room and storage room. The men having charge of the apparatus are as follows:

CHEMICAL ENGINE CO., No. 2.

| | | |
|-------------------|--------------|-----------------|
| James May | M. C. Foster | L. F. Hunt |
| Charles Story | H. W. Brown | David Worth |
| George P. Staples | Oscar Story | Thomas Marshall |
| | Ed. Symonds | |

As new houses are being constantly erected in the beautiful village of Magnolia, adding to the taxable property of the city, its needs in the direction of better protection from fire will become more and more apparent, and the time is not far distant when it will receive that consideration which the growing demands of this popular resort should have.

The old hand-tubs, three in number, still occupy a position in the department of to-day, and all are located on the north side of the Cape. The Defiance in Annisquam, the Bunker Hill in Bay View, and the Lanesville in Lanesville; but these will in all prob-

ability soon be a thing of the past, and this part of our city have in their midst new and improved apparatus for fighting fires; may that time soon appear. The men having charge of these engines are as follows, namely:

BUNKER HILL ENGINE, No. 4.

| | | |
|-------------------|-------------------|-------------------|
| Geo. Smollet | Allen B. Robinson | F. G. Butler |
| John Daggett | F. Andrews | William H. Poland |
| A. Jones, Jr | Henry C. Tucker | George E. Kimball |
| Peter Gordan | R. S. Marchant | Charles Ewens |
| A. B. Berry, Jr | Frank Cook | O. C. Robinson |
| Joseph W. Kimball | George H. Butler | W. E. Elwell |
| C. P. Marchant | W. H. Marchant | Joseph Geary |
| G. E. Berry | David Glover | A. O. Gilpatrick |
| H. G. Marchant | C. N. Hanscomb | W. S. Kerr |
| Costillo D. Gott | William Towle | |

DELUGE ENGINE, No. 8.

| | | |
|-------------------|------------------|----------------|
| J. Chapple | Frank Harvey | Charles Harvey |
| Elias Davis, Jr | C. Davis | E. C. Bragdon |
| Frank B. Parsons | Sebastian Davis | E. H. Davis |
| Walter S. Moses | Otis Davis | Alvah Griffin |
| Roscoe E. Ricker | William Chard | Frank Brown |
| Frank Chard | D. W. Sylvester | Bradbury Huff |
| Arthur Bragdon | James E. Griffin | A. G. Davis |
| Calvin Sargent | Alphonso Lurvey | J. E. Griffin |
| Ernest H. Griffin | James E. Wheeler | Ed. Harvey |
| Fred Parsons | W. H. Jewett | J. E. Stanwood |
| | John J. Stanwood | |

LANESVILLE ENGINE, No. 7.


| | | |
|-------------------|--------------------|-------------------|
| J. A. Stackpole | Newell Peavey | Elbridge Young |
| George Knowlton | George Peavey | William R. Cheves |
| Nathaniel Sprague | Sidney R. Harvey | Emerson Saunders |
| Cyrus L. Sargent | Rufus McLellan | Alphonso McLellan |
| Daniel F. Dade | Albert Morgan | H. L. Taylor |
| Wm. E. Kelley | Ward H. Lane | G. Wallace Hayden |
| B. T. Bowden | R. Albert Saunders | David Steer |
| Joseph McLellan | D. L. Kendall | Bryce E. McLellan |
| Charles Young | Charles F. Piper | John C. Hodgdon |
| Henry L. Lucas | Alfred W. Riley | Fred Piper |

Thus, with four steam fire engines, two hook and ladder trucks, three hose wagons, two four-wheeled hose carriages, two Chemicals, three hand-tubs, one supply wagon, one fire pump, fifteen horses, ten permanent and one hundred and seventy-two call men; its swinging harnesses and fine apparatus; its fire alarm and electric lighting system, all tending in one direction for quick and prompt work, and with the gamiest of men who "run wid de machines," stands the fire department of the city of Gloucester to-day. Its future is in the hands of those who shall be called to shape its policy in the years to come. That it will not go backward is conceded; that it will steadily and surely reach forward until it reaches a position where improvement will no longer be looked for, is what all interested in the welfare of our city whose star never shone clearer, and whose future, if our citizens but avail themselves of the situation, never was brighter, wish for.

Great attention is now being paid to fire escapes, an apparatus for enabling persons in burning houses or buildings to escape; we are glad to note that each year more attention is being paid to this means of getting out of a burning building, and legislation now makes it compulsory for cities and towns to own fire escapes. In London there are about 120 fire escapes, so placed that almost any house can be reached by one of them in five minutes. They belong to the "society for the protection of life from fire," an association founded in 1836 and supported by voluntary contributions. In our cities, where so many houses have only one narrow stairway, communication by which sometimes becomes impossible at the very beginning of a fire, they have saved very many lives and legislators have made wise laws looking to the construction of these means of escape.

XIV.

RELIEF ASSOCIATION.

NE of the grandest features of the Gloucester Fire Department is its Relief Association. It was for the Fair of this Association that the pen picture was conceived and presented; and it was on a promise made to the Company or Association that won it, that this record of the department was compiled.

The Relief Association was first mentioned by the present Chief Engineer, Charles S. Marchant, in 1887, and from his recommendations the Relief Association of the Gloucester Fire Department was incorporated under the laws of Massachusetts, in 1888.

Through the noble impulse of our well known citizen, Addison Gilbert, Esq., (now deceased) and the generous feeling he entertained towards the Fire Department of Gloucester, he was prompted to place in his will to the credit of this Association the sum of five thousand dollars, the interest of which can be used to aid and assist disabled firemen.

As time shall reveal the grand objects and results of this most beneficent institution, may others be found to add to the fund which shall go to relieve those who may be disabled while in the performance of their duty.

Following is the standing of this Association, with its disbursements to date, namely :

Balance in the hands of the Treasurer, Sept. 5, 1892, \$8,500.00.

Disbursements for 1888, 1889, 1890, 1891, 1892:

| | | | |
|-------------------|---------|----------------------|----------|
| Patrick Finnegan, | \$17.50 | A. Witham and widow, | \$260.60 |
| James P. Nichols, | 18.00 | Alfred Gorman, | 38.00 |
| Edward Hearn, | 13.50 | Charles Bride, | 10.00 |
| George W. Tuck, | 29.80 | George Deveau, | 12.70 |
| Joseph Gorman, | 7.22 | | |

Lots in Cherry Hill Cemetery, \$100.

The following is a list of the officers of the Relief Association for 1892: President, Charles S. Marchant; Vice President, Chester Marr; Secretary, Charles W. Crowe; Treasurer, Samuel Montgomery. Trustees—Joseph M. Marsh, A. S. Morehouse, George H. Friend, George E. Harraden, Edward Hearn, F. E. Oakes, Jr., Chester P. Poland, Charles A. Marr.



XV.

FIRST FIRE CLUB.

SINCE this volume has been in press attention has been directed to the "First Fire Club" in Gloucester, founded Jan. 10, 1766, and whose articles of association, revised in January, 1821, were printed by Henry Bowen, of Congress St., Boston.

These articles are fourteen in number: 1, agreeing to be helpful to each other in case of fire; 2, each member to provide two good leather buckets and two strong bags of not less than three bushels capacity, the fine for non-compliance being 12 1-2 cents; 3, to meet annually, also quarterly, with a fine of 12 1-2 cents for non-attendance; 4, a committee of two to inspect each other's premises and inspect all fire apparatus quarterly; 5, a moderator and clerk to be elected; 6, prescribe the duties of the clerk; 7, to expel members absent from four quarterly meetings and refusing to pay the fines and assessments; 8, to pay for buckets or bags lost at any fire; 9, each member to pay 50 cents for a printed copy of the articles; 10, a secret watch-word for the society, the fine for divulging the same being 40 cents; 11, a fine of 12 1-2 cents for buckets or bags being out of their proper places; 12, fines and assessments to be paid to the Clerk; 13, a three-fourths vote necessary for admission, etc.; 14, a quarterly assessment of 25 cents to meet ordinary expenses.

The following is a list of the members belonging to the Club in January, 1821 :

Henry Phelps, Eliakim Prindall, James Mansfield, John Mason, John Johnson, David Harraden, Jr., Cyrus Stevens, William Saville, Aaron Day, Samuel Somes, Joseph Allen, Jr., Samuel Gilbert, Abraham Williams, Jr., William Babson, Jr., Richard G. Stanwood, John Smith, Jr., Ephraim Brown, Jr., Harvey C. Mackay, Obadiah Woodbury, Obadiah Stoddard, John H. Davis, John Kittredge, William Ferson, Elias Davison, Henry Smith, Charles L. Roberts, Ebenezer Dale, Jesse Wilson, John Parsons, Jr., Samuel Stacy, William Pearce, Jr., Eli Stacy, Bartholomew Ring, Winthrop Sargent, Samuel Bulkley, Benjamin K. Hough, Lonson Nash.



XVI.

PARADE, TRIAL AND BANQUET ON THE OCCASION OF THE TWO HUNDRED FIFTIETH ANNIVERSARY OF THE INCORPORATION OF THE TOWN OF GLOUCESTER.

IT was fitting that one day of the celebration of the 250th anniversary of the incorporation of the town of Gloucester should be set apart for the firemen, who have borne their part so well in the history of the old town and city.

Wednesday, Aug. 24, 1892, the day thus set apart, was a red letter day in the annals of the department. The preparations, which had been going on for months, were perfect in their way; the weather was perfect, too, and with the exception of an alarm occasioned by a brush fire as the dinner was about to be served there was nothing to mar the pleasure of the occasion.

The grand firemen's parade was the principal feature of the day. The line was formed on Pleasant and Middle streets and Dale avenue, and at 10.40 A. M., two strokes of the fire alarm gave the signal for starting in the following order:

Platoon of Mounted Police, consisting of Capt. G. B. McKenny,
Officers Chapman, Karcher, D. Mehlman and Marsh.

Platoon of Police.

Gloucester City Band.

Chief Marchant and Engineers Marsh, Hopkins, Montgomery and
Allen.

Bucket Brigade.

- Well Curb, representing the ancient method of water supply.
Hand Engine, No. 1, from Defiance House, 13 boys.
Hand Engine, No. 2, from School street house, 15 boys.
Deluge Engine Co., No. 8, Capt. Elias Davis, 30 men, C. A. Harvey, driver.
Bunker Hill Engine Co., No. 4, Capt. A. O. Gilpatrick, 30 men, F. E. Harvey, driver.
Lynn Brass Band, 25 pieces, E. L. Hatch, leader; Geo. D. Concord, drum-major.
Chemical Engine, No. 1, Capt. George E. Harraden, 6 men, Dwinal Grant, driver.
Col. Allen Hook and Ladder, No. 1, Capt. Chester P. Poland, 12 men, Samuel Ingersoll, driver.
Steamer W. H. T. Jameson, No. 1, Capt. Edward Hearn, 12 men, James P. Nichols, driver.
Hose Wagon, Samuel Clark, driver.
Steamer N. M. Jackman, No. 2, Capt. Augustus S. Morehouse, 12 men, Fred. Sawyer, driver.
N. M. Jackman Supply Wagon, James Martin, driver.
Eighth Regiment Band, 24 pieces, R. N. Reinwald, leader.
Steamer Bay View, No. 3, Capt. Fitz E. Oakes, Jr., 12 men, Frank Griffin, driver.
Hose Wagon, Walter Collins, driver.
Guests of School street Fire Association in carriage, A. H. Rowe, driver; Wm. H. Perkins, honorary member; John J. Reed, selectman of Waterville, Me.; Seth Wetherbee, electrician, of Boston; George Sanborn, R. Frank Tibbets.
Steamer Defiance, No. 5, Capt. George H. Friend, 12 men, John Haskell, driver.
Defiance Hook and Ladder, No. 5, Capt. Chas. A. Marr, 12 men, Wm. H. Robinson, driver.
Gloucester National Band, 24 pieces, A. C. Homans, leader.
Chemical Engine, No. 2, Capt. M. C. Foster, 10 men, James May, driver.
Water Supply, 1892—Hydrant, George Reed, driver. Wagon with nozzle attached, manned by Fred. Varney, Forrest Walen, Herbert Colby, and Charles Douglass.

Fire Boat, Abbott Coffin. Two-horse team in imitation of boat, driven by George F. Sawyer; Raymond Lyle, captain, Oscar Calder, Thomas McDonald and Ray Corliss.

Patriarchs Militant Band.

Steamer Sandy Bay, No. 1, Rockport, Capt. Andrew Robb, 15 men.

Speedwell Engine Company, No. 2, Pigeon Cove, Capt. C. N. Morgan, 15 men.

Ipswich Hand Engine Warren, Capt. Barton, 75 men, J. W. Carlyle, driver.

Essex Hand Engine Amazon, 45 men, Epes Sargent, foreman, Albert F. Nichols, driver.

Ex-Chiefs and Chiefs of Out-of-Town Departments, and invited Guests in Carriages.

Mayor Andrews, Chief Marshal Wm. H. Jordan, Rev. Wm. H. Rider.

Ex-Chief Thomas M. Proctor of Essex, George Todd, Simeon A. Burnham, Edwin L. Lane, all Ex-Chiefs of Gloucester; Asst. Chief W. L. Crowe of Reading.

Alderman Chas. H. Gamage, Councilman P. Wheeler, Prof. J. Jay Watson, Geo. W. Hatch, New Gloucester, Mayor Converse of Chelsea.

Chas. S. Tappan, Francis Procter, Chief Henry Spencer of Chelsea, Alderman George H. Morton.

Selectmen A. S. Jewett of Manchester, O. E. Smith of Rockport; Alderman Stoddart and Councilman Tarr.

Councilmen G. W. Hayden, E. S. Currier, J. C. Hodgdon and Clerk A. F. Stickney.

Councilmen B. Frank Ellery, W. F. Moore, Maurice E. Foley, Samuel Smith, 2d.

G. F. Sweetzer, B. W. Merrill, New Gloucester, Me., Geo. W. Knight, Jr., ex-district engineer, Newburyport, Fred Robinson, truck 3, Lynn.

Ex-Alderman D. Somes Watson, Councilmen J. B. Maguire, Fred Shackelford, John A. Hawson, Wm. F. Ireland.

Alderman Nath'l Maddix and Alvah Prescott, Geo. A. Schofield, Walter E. Lord of Ipswich, A. H. Nevins of New Gloucester, Me.

Alderman Charles J. Lincoln, Superintendent Wm. F. Francis, Commissioner Joseph H. Daley, Chief of Police John Nicholson of Pittsfield, Byron S. Flanders, Chief Bureau Wires of Boston.

C. L. McCann, H. L. Marston of Brockton, J. S. Cloverly of Boston, N. P. Haskell of New Gloucester, Me., City Clerk John J. Somes of Gloucester.

Clerk J. W. Newman, Nathaniel Archer, Wm. B. Clark of Ipswich, Assistant Engineer Prince Ober of Beverly.

Chief Geo. Cushing of Hingham, H. R. DeMerry, Superintendent of Repairs Department, Boston, Capt. F. H. Humphrey of Newton, Alderman Harvey C. Smith of Gloucester.

Alderman J. W. Cassidy, F. E. Stowell, Chief E. G. Hosmer of Lowell, Chief J. D. Hilliard of Provincetown, James M. Gould of Boston.

District Chief Gaylord of Boston, Chief Jas. Hopkins of Somerville, Ex-Chief C. T. Symmes of Winchester, Capt. Jackson of Medford, Chief A. C. Symmes of Medford.

William Brophy of Boston, Ex-Assistant Chief of Worcester.

Chiefs L. E. Burnham of Essex, C. H. Stone of Manchester, William A. Arnold of Salem, John Parsons of Rockport.

Walter C. Searle of Chelsea, Benj. Andrews of Boston, Arthur H. Bennett, George C. Herrick, Frank A. Bennett, George M. Cleaves of Beverly, all ex-members.

J. E. McCusker, Chief L. C. Reed, city auditor W. H. Welch of Newburyport, W. Frank Parsons and Chester Marr.

Chief L. P. Webber, Fire Com'r George H. Innis of Boston, Chief M. C. Clark of Newark, N. J., Ex-Chief George S. Willis of Pittsfield, Ex-Alderman John Q. Bennett.

Everett B. James and E. Frank Stanwood, Enoch B. Kimball, selectmen of Essex.

Capt. S. Abbott, Jr., Chief Protective Department of Boston, Chief Chas. Downing of Lynn, Chief Thomas Hough of Malden, Alderman Erastus Howes, Chairman Committee on Fire Department.

Councilmen George H. Martin, J. W. Thomas, Alfred Thurston; Capt. J. Godbold of East Boston, J. M. True of New Gloucester, Maine.

Guests of Defiance Steam Fire Association, Benj. Kinsman, Wm. H. Friend, Samuel V. Colby, Wm. H. Blatchford, Melvin H. Perkins, Melvin Haskell, David M. Hilton and W. Scott Call.

The route of procession was as follows: Through Prospect, Washington, Foster, Granite, Washington and Middle Streets, Western Avenue, countermarching to Main Street, through Main to East Main, Sayward to East Main, Highland, Mt. Pleasant, Chapel and East Main, Prospect to Dale avenue, where it was dismissed.

The eighteen fire companies, all with apparatus, and six bands, made a fine appearance in the parade. Most of the machines were gaily decorated with bunting, flags and flowers, while many of the men wore bouquets and badges; and the several engine houses were handsomely decorated with flags, bunting and appropriate designs.

The decorations along the line of march were numerous and elegant, including among other special leading features a number of old time fire buckets.

It was a display of fine apparatus, old and new, such as is seldom seen or equalled. The men all presented a neat, tidy and an altogether fine appearance. The music was unusually good.

Near the head of the line was a float illustrating the water supply of 1642—a well curb and sweep bucket brigade at one side. Further down the line was another float illustrating the water supply of 1892—a hydrant with hose attached, held by four uniformed firemen.

The Essex company carried the only flag in the procession.

The two hand engines at the head, one made in 1798, and the other several years before, each drawn by a dozen young boys, attracted considerable attention. The Deluge and Bunker Hill,

both old hand engines, but more modern than the first two, were gaily decorated with flowers, bunting and flags.

After these came the modern fire fighting machines, the brightly polished nickel of the steamers flashing in the sun. On each engine were elaborate bouquets, and in most instances flags and bunting as well as flowers on the other pieces of apparatus. The Sandy Bay steamer had two of the handsomest bouquets.

Shortly after dismissal, the men formed in line and marched to dinner which was served by Harvey Blunt of Boston in a large tent on the wharf of the Atlantic Halibut Company.

THE TRIAL OF THE HAND ENGINES

took place at the Cut at 4 p. m. on Dike street, under direction of Chief Engineer Marchant and his assistants.

Ex-Chief Engineers Edwin L. Lane, George Todd and Simeon A. Burnham, and Ex-Chief Thomas L. Proctor of Essex acted as judges, and two prizes of silver cups bearing the inscription, "Gloucester's 250th Anniversary, Hand Engine Trial, August 24, 1892," was awarded.

Each engine played through 200 feet of hose, water being supplied from a hogshhead which was kept filled from a hydrant. Each engine was allowed 15 minutes for play.

The Bunker Hill was the first to play, and reached a distance of 163 feet from the nozzle on the first trial, and was progressing admirably on a second trial, when one of the brakes was broken, throwing her out of further trial.

The Deluge came next, but was only awarded 151 feet 6 inches, though the spectators and one of the judges claimed that she was entitled to some 8 or 10 feet more, but the actual distance, if any, could not be ascertained, and she was unable to reach the disputed spot on a second trial.

The Amazon of Essex made a third trial, and though the smallest engine in the contest threw a stream 187 feet and four inches, and was given the second prize. The Warren of Ipswich made

the last, and amid the cheers of the crowd threw a solid stream beyond the paper laid by the judges, and was allowed 187 feet 55 inches, easily winning the first prize.

Following the contest for the prize cups, an exhibition of the old hand engines which were manned by boys, were given.

Engine No. 1, exhibited by the Gloucester Steam Fire Association (School street) took the first trial, and threw a stream of 84 feet.

The old time crank engine exhibited by the Defiance Company came next, and though having only a piece of hose a few feet long, the hosemen standing on the engine, the stream reached a distance of 89 feet and five inches.

An interesting incident of the day was the presentation to Assistant Engineer, Joseph M. Marsh, who has been connected with the department for over thirty years, a card from Mr. and Mrs. Preston Friend, inscribed as follows:

As the years roll by, and you grow old,
We find you true and pure as gold.
Gold may wear, and truth grow thinner,
As love of fires increases loss of dinner.
Dinner fades from view as the fire grows hotter,
And you smile triumphant at your work of slaughter.
But the fire all out, you home returning
Light your T. D. pipe, to smell something burning.

FINIS.

With this hastily prepared record of the History of the Gloucester Fire Department the compiler concludes his labors, extending to the present members thereof his best wishes that the cordial good feeling which has existed between the several companies in the past may ever continue, that they may present a united front against the common foe.

That the same brave enthusiasm with which they have fought



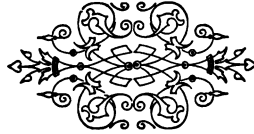
JOHN J. SOMES, CITY CLERK.

the element of fire; the same loyal sentiment with which they welcomed "the boys" home from the war, and laid their tributes of remembrance upon the soldiers' graves; the same generous and sympathetic spirit which would allow no disabled or suffering fellow-firemen to pass unnoticed or unaided; and the same fraternal impulses in which all minor differences were obliterated on many a social occasion, may ever characterize the firemen of our loved city, is not only the hope but the confident expectation of their friend and well wisher,

JOHN J. SOMES.

ERRATA.—Page 233, fifth line, read steamer Bay View instead of W. H. Jameson; 13th line, for steamer, read Jameson.

Page 191, 4th line, for houses read horses.



TABLE, showing Expenditures in the Fire Department for

| Year. | Fire Dept. Aud. Report. | Steamer Cape Ann. | Steamer Magnolia. | Committee expenses. | Hose. | Hose Carriage. | Misc. expen's Labor on Steamers, etc. | Eng. House and land School st. | Reservoirs. | Result from fire of Feb. 15, 1864. | Pay of Firemen. |
|-------|----------------------------|-----------------------------|----------------------------|---|------------------------------|---|---|--------------------------------------|--------------|--|--------------------|
| 1864 | \$1386 82 | \$3300 00 | \$3614 19 | \$155 39 | \$1622 17 | \$182 50 | \$140 36 | \$4086 63 | \$388 54 | \$5467 72 | \$2455 33 |
| 1865 | 1867 18 | | | | | | | | 618 31 | | 1406 01 |
| 1866 | 3474 53 | | | | 4679 93 | | | | 480 75 | | 688 34 |
| 1867 | 678 91 | | | | 993 10 | | | | 809 07 | | 757 66 |
| 1868 | 1010 32 | | | | | | | | 1591 24 | | 1434 04 |
| 1869 | 1282 67 | | | | 575 00 | 725 00 | | | 1749 65 | | 1828 02 |
| 1870 | 2018 67 | | | | | | | | 5185 39 | | 1922 63 |
| 1871 | 1641 99 | | | | | | | | 4425 29 | | 2438 93 |
| 1872 | 1523 94 | | | | 825 00 | | | | 2441 37 | | 5441 25 |
| 1873 | 3657 17 | | | | 3067 00 | | | | 6824 02 | | 5383 25 |
| 1874 | 11,187 94 | | | | inc. rep'rs | | | | | | 5737 27 |
| 1875 | 9638 23 | | | | 2640 04 | | | | | | 8167 00 |
| 1876 | 5322 53 | | | | 2800 00 | | | | | | 6429 27 |
| 1877 | 4814 89 | | | | | | | | | | 6837 40 |
| 1878 | 4318 83 | | | | 1350 00 | | | | | | 6837 90 |
| 1879 | 4509 83 | | | | 1450 00 | | | | | | 6972 32 |
| 1880 | 42 15 | | | | 1175 76 | | | 1052 86 | | | 7078 67 |
| 1881 | 5376 41 | | | | 475 00 | | | | | | 7320 00 |
| 1882 | 4258 83 | | | | 2645 00 | | | | | | 7241 82 |
| 1883 | 3966 24 | | | | 1500 00 | | | | | | 7093 20 |
| 1884 | 4747 55 | | | | 1000 00 | | | | | | 7536 51 |
| 1885 | 6173 78 | | | | 1000 00 | | | | 718 70 | | 7658 80 |
| 1886 | 6876 30 | | | | 900 60 | | | | | | 7976 09 |
| 1887 | 7774 81 | | | | 1990 76 | | | | | | 12,143 53 |
| 1888 | 8533 42 | | | | | | | | | | 13,930 15 |
| 1889 | 7816 23 | | | | 293 34 | | | | | | 13,108 61 |
| 1890 | 5646 54 | | | | 650 00 | | | 2556 52 | | | 13,068 21 |
| 1891 | 6183 69 | | | | 976 50 | | | 3387 48 | | | 14,136 75 |
| 1892 | 8400 22 | | | | 1953 94 | | | | | | 8618 86 |
| 1892 | \$568 61 | | | | | | | | | | |
| Year. | St'n Pump & Fire Boat. | Mech'c Eng'g & expenses. | Repairs on Eng. Houses. | Eng. House & land, East Gloucester. | Parade of the Department. | St'r Bay View, including harness. | House at Bay View. | Hose Carriage, E. Gloucester. | Chem. Eng'g. | St'r Jameson. | Badges. |
| 1871 | \$534 24 | \$2278 07 | \$777 39 | | | | | | | | |
| 1872 | | | 413 23 | \$600 00 | | | | | | | |
| 1873 | | | | 3855 57 | \$600 00 | \$4365 13 | \$3384 87 | \$772 60 | | | |
| 1874 | | | | | 400 00 | | | | | | |
| 1875 | | | | | 400 00 | | | | | | |
| 1876 | | | | | 400 00 | not exp'd | | | | | |
| 1877 | | | | 300 00 | 400 00 | | | | \$1000 00 | | |
| 1878 | | | | | 400 00 | | | | | | |
| 1879 | | | | | 400 00 | | | | | | |
| 1880 | | | | | | | | | | \$3533 51 | |
| 1881 | | | | | | | | | | \$300 00 | |
| 1882 | 994 30 | | 1207 69 | | | | | | | | |
| 1883 | 210 00 | | 377 41 | | | | | | | | |
| 1884 | | | 78 95 | | | | | | | | |
| 1885 | 350 00 | | 33 02 | | | | | | | | |
| 1886 | 280 00 | | 294 13 | | | | | | | | |
| 1887 | 212 00 | | 877 28 | 1148 50 | | | | | 2000 00 | | |
| 1888 | 260 00 | | 811 21 | 4327 09 | | | | | | | |
| 1889 | 224 00 | | 1076 98 | | | | | | | | |
| 1890 | 224 00 | | 219 20 | | | | | | | | |
| 1891 | 100 00 | | 225 22 | | | | | | | | |
| 1892 | 296 00 | | 374 49 | | | | | | | | |
| 1892 | | | 30 00 | | | | | | | | |

*Includes steam fire engines. †Town ends here. ‡City begins here. §Eight months' expenditures.
||Includes fire boat. ¶Six months.

nearly thirty years; also the Earnings of the Department Teams.

[illegible]

***Phineas Ball, survey, maps, estimates and reports for supplying the city with water.**

†Difference in exchange of one horse. ‡Nine months' earnings. ||Salary of superintendent included.

§Salary of Superintendent in salaries of departments.

1864—1892.

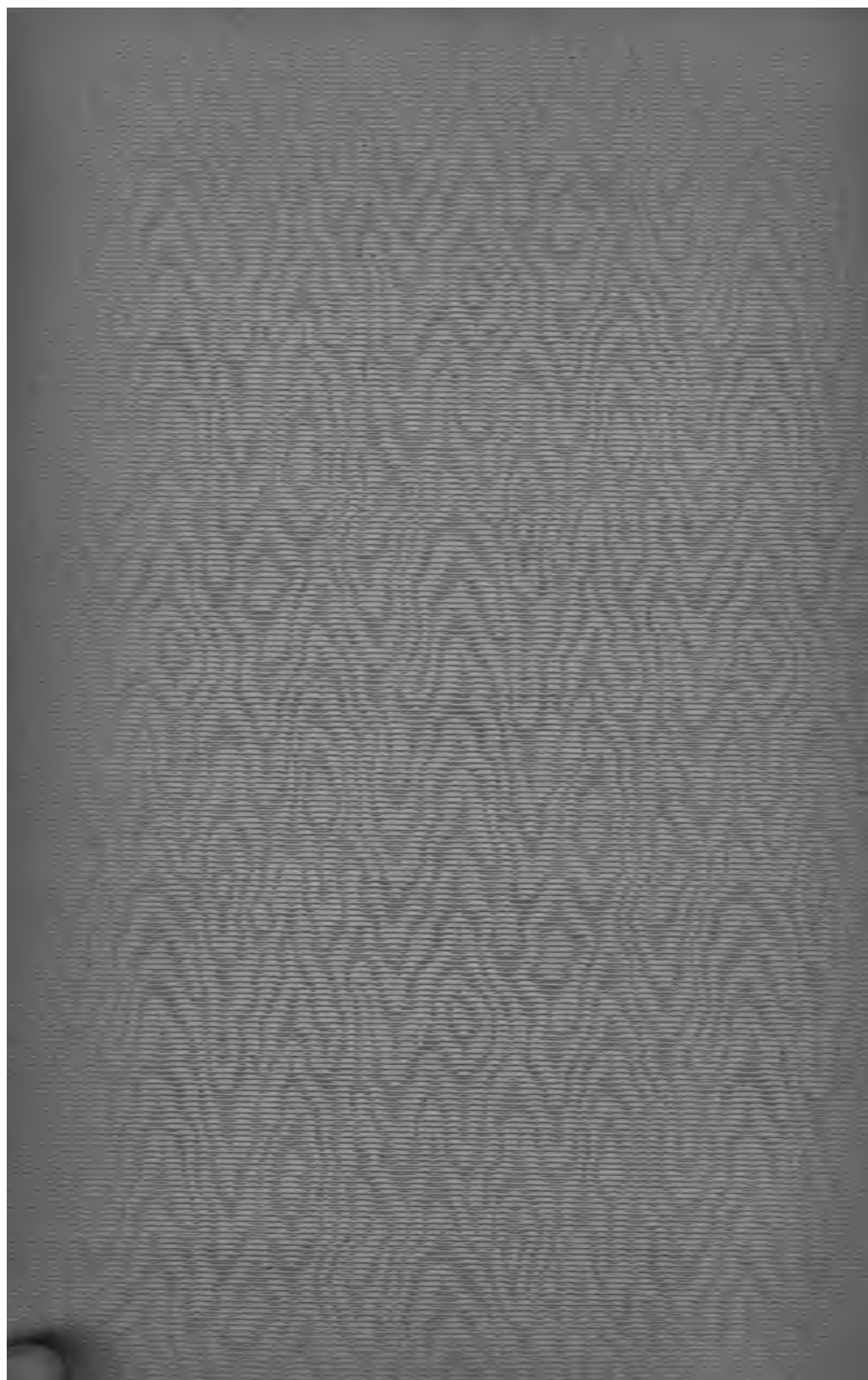
TABLE,

GIVING ESTIMATED VALUATION OF LAND AND BUILDINGS, APPARATUS, &C., OF THE GLOUCESTER FIRE DEPARTMENT, ALSO POPULATION AND NUMBER OF DWELLING HOUSES.

| Year. | Buildings and Apparatus. | Reservoirs. | Valuation. | Population. | Number of dwelling houses. | Year. | Land and Buildings. | Apparatus. | Reservoirs. | Valuation. | Population. | Number of dwelling houses. |
|-------|--------------------------|-------------|-------------|-------------|----------------------------|-------|---------------------|------------|-------------|-------------|-------------|----------------------------|
| 1864 | | | \$3,036,387 | | 1553 | 1874 | \$23,400 | \$32,825 | \$28,200 | \$8,472,329 | 16,754 | 2080 |
| 1865 | | | 4,859,348 | 11,037 | | 1875 | 23,990 | 33,280 | 28,200 | 9,238,235 | | 1885 |
| 1866 | | | 5,375,650 | | | 1876 | 23,990 | 34,190 | 28,200 | 9,380,948 | | 1886 |
| 1867 | | | 6,511,754 | | | 1877 | 23,700 | 32,950 | 28,200 | 9,615,602 | | 1887 |
| 1868 | \$20,500 | | 6,707,382 | | | 1878 | 23,700 | 31,935 | 28,700 | 9,077,744 | | 1888 |
| 1869 | | | 6,993,533 | | | 1879 | 22,200 | 28,525 | 28,995 | 8,022,623 | | 1889 |
| 1870 | | | 7,187,107 | 15,397 | | 1880 | 27,500 | 26,525 | 28,995 | 8,101,150 | 19,320 | 1890 |
| 1871 | 37,900 | | 7,435,932 | | | 1881 | 27,300 | 27,475 | 28,995 | 8,977,559 | | 1891 |
| 1872 | 36,875 | 21,500 | 7,898,816 | | | 1882 | 27,300 | 28,175 | 28,995 | 9,470,313 | | 1892 |
| 1873 | | | 7,711,093 | | | 1883 | 27,300 | 27,225 | 28,995 | 11,199,027 | 21,000 | |
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